

COUNCIL
AGENDA

MAY 12, 1975

PROCEEDINGS
MONDAY MAY 12th 1975

<u>FUNCTION</u>	<u>TIME</u>	<u>PLACE</u>
1. COUNCIL MEETING	9:30 a.m.	Council Chambers
2. RECREATION SERVICES POLICY ADVISORY COMMITTEE	7:00 p.m.	Council Chambers

Prepared by: Clerk's Department
Date: May 8, 1975
Time: 2:30 p.m.

NOTE: If the above items are changed in any way,
you will be advised prior to the commence-
ment of the meeting by the Chairman.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO
CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO
THE MEETING IF GREATER EXPLANATION OR DETAIL IS
REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: MONDAY, MAY 12, 1975
TIME: 9:30 A.M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive
Mississauga, Ontario.

1. PRAYER

2. MINUTES OF COUNCIL MEETINGS: - April 28, 1975
May 5, 1975
Verbal motion May 6, 1975

3. DEPUTATIONS

- (a) TWO GRADE VI CLASSES (HILLSIDE SENIOR PUBLIC SCHOOL)
Teacher - Mr. David Rogers
- (b) FILE 7-75 - CLERK'S GENERAL
Mr. Ray Pidzamecky - re Erindale Students use of land
for rock concert - North side of Dundas Street West,
west of Mississauga Road. (Attachment I-30)
- (c) FILE T-23237 - SIDMORE DEVELOPMENTS INDUSTRIAL SUBDIVISION
Mr. John Rogers - request for road closing by-law
- (d) FILE 191-75 - HOUSING TASK FORCE (MUNICIPAL LAND ASSEMBLY)
Mr. Ray Holmes, Provincial Co-ordinator Land Assembly
Programme. (See attachment "A")

May 12, 1975.

4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

- (a) INFORMATION ITEMS - Attachments I-1 to I-30
- (b) ITEMS REQUIRING ACTION - Nil

6. NOTICES OF MOTION - Nil

7. REPORTS OF MUNICIPAL OFFICERS - Attachments R-1 to R-3

R-1 - FILE 202-75 - MISSISSAUGA MEADOWS DEVELOPMENT GENERAL

Report from Mayor Dobkin re meeting with Ministry of Housing.

R-2 - FILE 112-75 - MISSISSAUGA TRANSIT

Report re purchase of used T.T.C. vehicles.
(Resolution available)

R-3 - FILE 33-75 -1975 BUDGET (PUBLIC PARTICIPATION PROGRAM)

Report from Commissioner of Planning. (Resolution)

8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS

Verbal motion

9. COMMITTEE REPORTS

- (a) GENERAL COMMITTEE REPORT - April 30, 1975
- (b) GENERAL COMMITTEE REPORT - May 7, 1975

10. COMMITTEE TO RISE

Verbal motion

11. PETITIONS

Nil

May 12, 1975.

12. UNFINISHED BUSINESS

- (a) Supplementary Agenda, General Committee May 7
- (b) File 158-75 - Historical Buildings - Attachment "B"
(Robinson-Adamson Cottage)

13. BY-LAWS

Verbal motion to give required number of readings

- #165-75 - A By-law to execute a Lease. (Ward office for Ward 5 Councillor - as recommended in Supplementary Agenda for G.C. May 7)

THREE READINGS

- #166-75 - A By-law to define and establish procedures for calling and receiving tenders for purchasing in general and for the disposition of property of The Corporation of the City of Mississauga. (This is as recommended by General Committee April 23 and adopted by Council April 28, 1975.)

THREE READINGS

- #167-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$1,500,000.00 for purposes of the Hydro Electric Commission of the City of Mississauga. (This is as recommended by General Committee January 22, and adopted by Council January 27, 1975. Ontario Hydro has approved this application.)

TWO READINGS

- #168-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$38,000.00 for the construction of gabion lined channel between St. Mary's Avenue and St. James Avenue. (This is as recommended by General Committee on April 2, and adopted by Council on April 7, 1975)

TWO READINGS

May 12, 1975

13. BY-LAWS CONTINUED

- #169-75 - A by-law to set aside for specific purposes part of the monies received from subdividers under agreements. (For construction of a storm sewer in conjunction with Dundas Street reconstruction - \$280,000. This is as recommended by General Committee on February 26th and adopted by Council on March 10th, 1975.)

THREE READINGS

- #170-75 - A By-law to accept a Grant of Easement. (This easement is required for drainage purposes in connection with Mavis Road-Stavebank improvements. This is a temporary working easement over property at 2595 Stavebank Road. As recommended by General Committee April 23 and adopted by Council on April 28, 1975.)

THREE READINGS

- #171-75 - A By-law to authorize execution of a Grant of Easement. (This is as recommended in General Committee Report April 23, adopted by Council on April 28, 1975. Easement required on property at 2533 Stavebank Road in connection with Mavis Road-Stavebank intersection improvements.)

THREE READINGS

- #172-75 - A By-law to stop up a portion of the Second Line East in the City of Mississauga for a specified period of time. (This is as recommended by General Committee on Feb. 26, and adopted by Council on March 10, 1975.)

TWO READINGS

- #173-75 - A By-law to authorize execution of an Engineering Agreement between the City of Mississauga and Markborough Properties for development of lands located south of Highway 401 and west of Creditview road. (Block V, Plan M-8 - All City requirements have been met.)

THREE READINGS

May 12, 1975.

13. BY-LAWS CONTINUED

- #84-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$1,000,000.00 (of which \$280,000.00 is to be debentured) for the reconstruction of Dundas Street West from Hensall Circle to Parkerhill Road. (This project has now been approved by the Ontario Municipal Board.)

THIRD READING

- #174-75 - A By-law to authorize the temporary borrowing of \$1,000,000.00 (of which \$280,000.00 is to be debentured) pending the issue and sale of debentures. (Financing for By-law 84-75)

THREE READINGS

- #175-75 - A By-law to execute a Quit Claim Deed between The Corporation of the City of Mississauga and Russell Stanley Jackson, Esq., and Lois Jackson. (This is an unused easement over Lot 1, Plan 795, 527 Sir Richard's Road. This is as recommended in General Committee Report Item 468, April 30, 1975)

THREE READINGS

- #176-75 - A By-law to adopt Amendment 253 to the Official Plan for the City of Mississauga Planning Area. (Lands affected by this Amendment are located on the south side of Dundas Street, approx. 480 feet east of Coram Avenue. Designation to be changed from Residential to Industrial. This is as recommended by Planning Committee on January 15, and adopted by Council on Feb. 15, 1975.)

THREE READINGS

- #177-75 - A By-law to levy tax on Universities, Colleges of Applied Arts and Technology and Public Hospitals. (This is as recommended in General Committee Report April 30th, Item #460.)

THREE READINGS

May 12, 1975.

13. BY-LAWS CONTINUED

#178-75 - A By-law to amend Schedule "A" to By-law 411-74 entitled, "A By-law to provide for the licensing, regulating and governing taxicab owners, taxicab brokers and taxicab drivers". (This by-law deals with transfer fees in the case of death of the owner when the spouse is the transferee. As recommended by Taxicab Committee Report April 14th, adopted by Council on April 28, 1975.

THREE READINGS

#179-75 - A By-law to authorize the execution of a Financial Agreement and an Engineering Agreement between Mucada Investments Ltd., and The Corporation of the City of Mississauga. (Residential development located south of Dundas and west of Stillmeadow Road. All City requirements have been met.)

THREE READINGS

#180-75 - A By-law to execute an Agreement between The Ministry of Transportation & Communications and the Corporation of the City of Mississauga. (Revised Agreement re Mississauga Transportation Study.)

THREE READINGS

14. MOTIONS

- (a) To adopt General Committee Report April 30, 1975
- (b) To adopt General Committee Report May 7, 1975
- (c) To authorize Transit Department to purchase used vehicles. (Attachment R-2)
- (d) To approve accounts for Payroll, General, Roads and Library for the months of January, February & March
- (e) To authorize transfer of Taxicab Owner's licence to Dina Dickie. (Also see by-law 178-75)
- (f) Clerk to advise O.M.B. that By-law 134-75 is in conformity with Official Plan. (White Rose Nurseries File OZ-28-73, passed April 28, 1975)

May 12, 1975.

14. MOTIONS CONTINUED

- (g) To award contract for mobile radio units for Works Department.
- (h) To award contract for storm sewers on Stavebank Road, P.N. 74-105.
- (i) To award contract for proposed signal modifications at Dundas St. and Mississauga Road. P.N. 75-091.
- (j) re purchase of land at Highway 2 and Southdown Road from Ministry of Transportation & Communications.
- (k) Commitments against the general development reserve fund.
- (l) To approve overall budget for Public Participation Program (Attachment R3)

15. NEW BUSINESS

Nil

16. COUNCIL TO MOVE INTO COMMITTEE FOR IN CAMERA ITEMS

Verbal motion

17. COMMITTEE TO RISE

Verbal motion

18. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion for required number of readings

19. ADJOURN

Verbal motion



City of Mississauga

MEMORANDUM

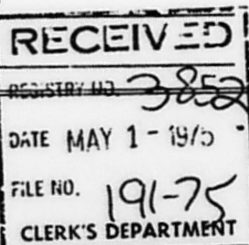
A.

To GENERAL COMMITTEE

From Chris Fleming

Dept. _____

Dept. Director of Policy Planning



May 1, 1975.

SUBJECT: Proposed Municipal Land Assembly Programme

ORIGIN: April 23, 1975 joint meeting of the City Council and Planning Committee.

BACKGROUND: During discussion of the proposed interim housing policy, a number of questions were raised with regard to the feasibility and advisability of the City initiating a land assembly program in 1975.

These questions should be responded to at this time, prior to any final determination as to whether Mississauga will embark on a land assembly and land banking program.

COMMENTS:

1. Would public land banking generally limit the rise in land, housing and public service costs?
- Both the report of the Federal Task Force on Housing and Urban Development (Hellyer) and the recent CMHC study by Dennis and Fish recognized that land banking could reduce land and housing costs. In these reports it was pointed out that:
 - land is purchased cheaply before its price rises to its peak due to speculative dealing;

A-1

- 2 -

- land is purchased with a non-profit or limited profit goal;
 - land is purchased in order to introduce or maintain competition in the urban land market;
 - land is purchased relatively cheaply before it is in demand for urban uses.
- Depending upon the length of time the land is held prior to development, the book value (actual cost) can be considerably lower than market value when the housing unit is sold.
 - The following figures from actual local examples of land banking are provided to prove this point.

Location	Acquisition Date	Land Cost (50' lot)		Potential Consumer Savings on Land	House Price (3 bedroom)	Unit cost if land not discounted
		Book value	Market value			
Brampton (Central Park)	1969	\$16,000	\$28,000	\$12,000	\$16,500 - \$21,195	\$28,500 - \$33,195
Hamilton (Saltfleet)	1968	15,100	23,000	7,900	18,600 - \$19,600	\$26,500 - \$27,500
Scarborough (Wilvern)	1953	11,000	35,000	24,000	19,500 - 20,900	\$3,500 - 44,900

A-2

- 3 -

- It is clear from the figures above that "no-frill" housing built on land assembled by the public sector can be marketed at between 20 and 30% less than the private market.
- However, it should be pointed out that these "savings" will only become visible:
 - if the land is held for 2-3 years at a minimum
 - if the houses constructed are built using the "wholesale" approach associated with the "proposal-call" technique.
- The overall price of housing in the City can also be affected if the units are at some point in time (i.e. 2 years after original acquisition) sold at less than market prices. If the public sector through its land banking program can produce a significant number of units in any given year at "discount" then this strong competition will clearly be reflected in the price other developers are able to charge.

RECOMMENDATION:

That the information contained in this report be received.



City of Mississauga

MEMORANDUM

B

To MAYOR AND MEMBERS OF COUNCIL

From COUNCILLOR DAVID J. CULHAM

Dept. _____

Dept. _____

May 7, 1975

Re: The Robinson-Adamson Cottage

Please find enclosed a letter from Mr. Jerry Sheff of Cadillac-Fairview Corporation Limited which forms part of my report.

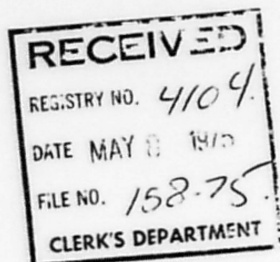
The terms of the letter were derived from discussions originating at a Special Committee Meeting on the Robinson-Adamson House. Mr. Russ Cooper, Mr. Grant Clarkson, Mrs Margaret Lawrence, Mr. E. Halliday, members of Cadillac-Fairview and myself formed the Committee.

As the Mayor indicated at the special reception, the dedication of this important historical site is a fortunate step for Mississauga and Peel.

I would recommend the following to deal with the matter:

1. That the terms (1 to 6) of the letter from Mr. Sheff be adopted.
2. That Staff report on the appropriate steps to be taken to implement the terms of this report.
3. That Mr. Halliday be authorized to do necessary work related to Item 2 (Mr. Sheff's letter) within the flexibility of his department's budget.
4. That the solicitor be instructed to work out the details of Item 4.

DJC/ir
Encl.



Yours truly,

David J. Culham



Cadillac
Fairview

B-1

March 25, 1975

Mr. David Culham
Councillor, Ward 6
The Corporation of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Mr. Culham: Re: The Robinson-Adamson Cottage

As agreed, I am enclosing a letter reflecting our understanding on the above matter.

I believe this letter will be an appropriate vehicle to resolve this matter with the Mississauga City Council.

Copies of the attached have been sent to the other parties present at our meeting of March 24th.

I look forward to speaking with you in the next day or two with regard to finalizing the public relations aspects of this matter.

Yours very truly

Gerald Sheff

GSmem

Encl.

The Cadillac Fairview Corporation Limited

Mailing Address: Box 22000, Station "A", Toronto, Canada M5W 1W2 • Telephone (416) 494-7111 • Located at 1200 Sheppard Avenue East, Toronto.



cc Mr. R. K. Cooper
Mrs. M. Lawrence
Mr. G. Clarkson
Mr. E. Halliday

B 2

March 25, 1975

Mr. David Culham
Councillor, Ward 6
The Corporation of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Mr. Culham:

Re: The Robinson-Adamson Cottage - 1921 Dundas Street, Mississauga

Further to our meetings with you and representatives of the Peel County Historical Society and the Township of Toronto Historical Foundation Inc., I am writing to confirm that it is the intention of The Cadillac Fairview Corporation Limited to deed to the City of Mississauga, or the appropriately designated public agency, the Title to the Robinson-Adamson cottage and sufficient land around it to preserve its historic setting. The land area involved will be approximately .9 acres as shown on the attached plan. The configuration of the site as shown on the attached plan reflects the agreement that was reached with you and representatives of the historical agencies during a site visit on March 24th.

As you are aware, several years ago, our company identified this particular property as being of unique historical significance in the Region of Peel. In fact, knowledgeable people consider it to be the single most important historical building in the entire region. I am enclosing, for your information, a copy of a write-up on this property which has been extracted from the Ancestral Roof by A. Adamson. I understand that the University of Toronto School of Architecture has measured drawings of the house.

Our company is very pleased to turn this property over to the public for their benefit and enjoyment and we are prepared to do this on the following terms and conditions, all of which were agreed to with you and the representatives of the historical agencies at our meeting on March 24th:

1. We will deliver the Title to this property to the City of Mississauga, or an appropriately designated public agency that we approve of, when all of the lands in Neighbourhoods 101 and 106 in the community of Erin Mills South, of which this historic building forms a part, have been registered.

continued.....

The Cadillac Fairview Corporation Limited

Mailing Address: Box 22000, Station "A", Toronto, Canada M5W 1W2 • Telephone (416) 494-7111 • Located at 1200 Sheppard Avenue East, Toronto.



B-3

Page 2.

Mr. David Culham

March 25, 1975

2. The appropriate public agency will assume the responsibility for the maintenance of the building and lands as of May 31st, 1975. As you know, over the years, we have taken certain measures in order to ensure that the property did not deteriorate any further. We would expect that the necessary preventive maintenance would continue to be performed by the above-mentioned public agency and that eventually they would restore the building in its entirety.
3. In order to protect our interests in the adjacent lands and the interest of the ultimate home buyers in the area around the Adamson property, the Deed to the property will contain such Deed Restrictions with regard to use and improvement as we consider to be appropriate under the circumstances.
4. In the event that, for whatever reason the agency holding the Deed to the property decides that it is appropriate to move this historic building off of its present site, the Deed to this entire site will revert, without cost, to The Cadillac Fairview Corporation Limited and the City of Mississauga will permit the development of single family dwelling units thereon.
5. The public agency which is ultimately designated to hold the Deed to the property is in favour of the land uses that are presently proposed in the adjacent areas and will not object to the implementation of these land uses.
6. It is understood that The Cadillac Fairview Corporation Limited has no further obligations, financial or otherwise, whatsoever with respect to this property.

I would appreciate it if you could bring this matter before the Mississauga City Council in order to seek their approval. This will enable us to meet with the appropriately designated officials in order to draft the legal documents reflecting our understanding as contained herein.

I am pleased to have worked with you and the representatives of the historical agencies in connection with this matter and I look forward to an involvement in the process that will determine the ultimate use to which this property will be put.

Yours very truly

Gerald Sheff

Vice-President



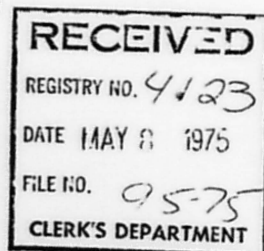
*for local copies
by 12:30
Extra*

Office of the
Treasurer
of Ontario

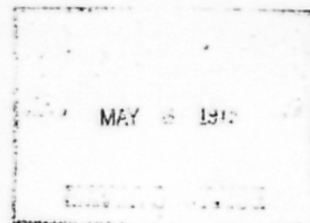
Ministry of Treasury
Economics and
Intergovernmental
Affairs

416/965-6361

Frost Building
Queen's Park
Toronto Ontario



April 29, 1975.



Your Wardship -

I apologize for not responding sooner to requests from your staff and yourself for a meeting concerning the reserve funds for sewer and water held by the City of Mississauga. I intend to meet with all regions and their area municipalities to discuss these kinds of problems. You will be contacted as soon as my itinerary is finalized.

Yours sincerely,

W. Darcy McKeough,
Treasurer of Ontario.

Mayor Martin L. Dobkin, M.D.
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

c.c. Honourable William G. Davis
Mr. R. D. Kennedy, M.P.P.



Ontario

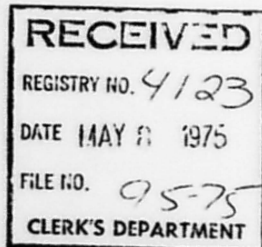
*for local agency
May 12th
Extra*

Office of the
Treasurer
of Ontario

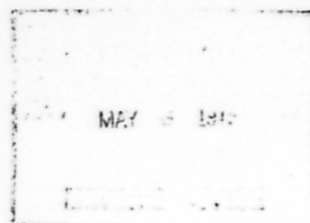
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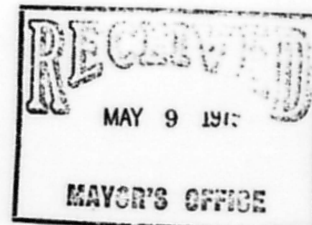
Mayor Martin L. Dobkin, M.D.
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

c.c. Honourable William G. Davis
Mr. R. D. Kennedy, M.P.P.

ROOM 251, PARLIAMENT BUILDINGS
QUEEN'S PARK, TORONTO. M7A 1A2
965-2337



LEGISLATIVE ASSEMBLY
OFFICE OF THE
MEMBER FOR PEEL SOUTH
R. DOUGLAS KENNEDY, M.P.P.
CHIEF GOVERNMENT WHIP



965-4819 Queen's Park
277-2067 Residence

May 5, 1975

Mayor Martin Dobkin
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Re: Capital Housing Incentive Grants

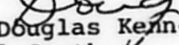
Dear Mr. Mayor:

Please find enclosed cheques for the following:

- (a) \$164,587.50 Capital Housing Incentive Grant to the City of Mississauga for a 627 unit condominium townhouse and apartment project by Cadillac Development Ltd. on Britannia Road between the 5th line and Winston Churchill Drive.
- (b) \$48,825.00 Capital Housing Incentive Grant to the City of Mississauga for a 186 unit condominium project by Welglen Ltd. on Bromsgrove Road in Clarkson.

I am pleased to send these along. They are the result of the accelerated projects developed by private contractors under the Ontario Housing Action Programme in co-operation with the city.

Yours sincerely,


R. Douglas Kennedy, M.P.P.
Peel South

Encl.



Ontario
Housing
Corporation

Ministry of
Housing

416/965-9644

101 Bloor Street West
Toronto, Ontario
M5S 1P5 M7A 2N8

May 9, 1975

His Worship Mayor M.L. Dobkin
The Corporation of the City
of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Dr. Dobkin:

Re: Mississauga OH13, 100 Family Housing Units

In July 1972, Council of the City of Mississauga requested Ontario Housing Corporation to provide the construction for 100 low rental geared-to-income family housing units. A builders' proposal call in Mississauga for these units produced no response and a diligent search by the Corporation in the interim period for a suitable site has had no effective results.

We are pleased to advise that as of this date we have concluded an agreement with Markborough Properties to acquire a 4.501 acre site in the Meadowvale West Subdivision known as Neighbourhood 8. The land is described as being located on the west side of Copenhagen Road - Lot 3, Plan M-53. The site is properly zoned for 63 townhouse units and Ontario Housing Corporation will abide by the subdivision restrictions as imposed by Markborough Properties and will also conform to the municipal requirements under the existing by-law of the City.

The site has been approved by Central Mortgage and Housing Corporation and we would point out that this provides the Corporation with the opportunity of integrating low rental housing in an approved residential subdivision. I believe this fact was one of the requirements to the Corporation by the City.

(continued)

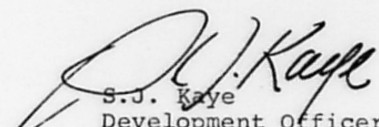
His Worship Mayor M.L. Dobkin

2

The proposed site was discussed some time ago with the City Planning Director, Mr. R. Edmunds, who had no adverse comments to make on our proposal.

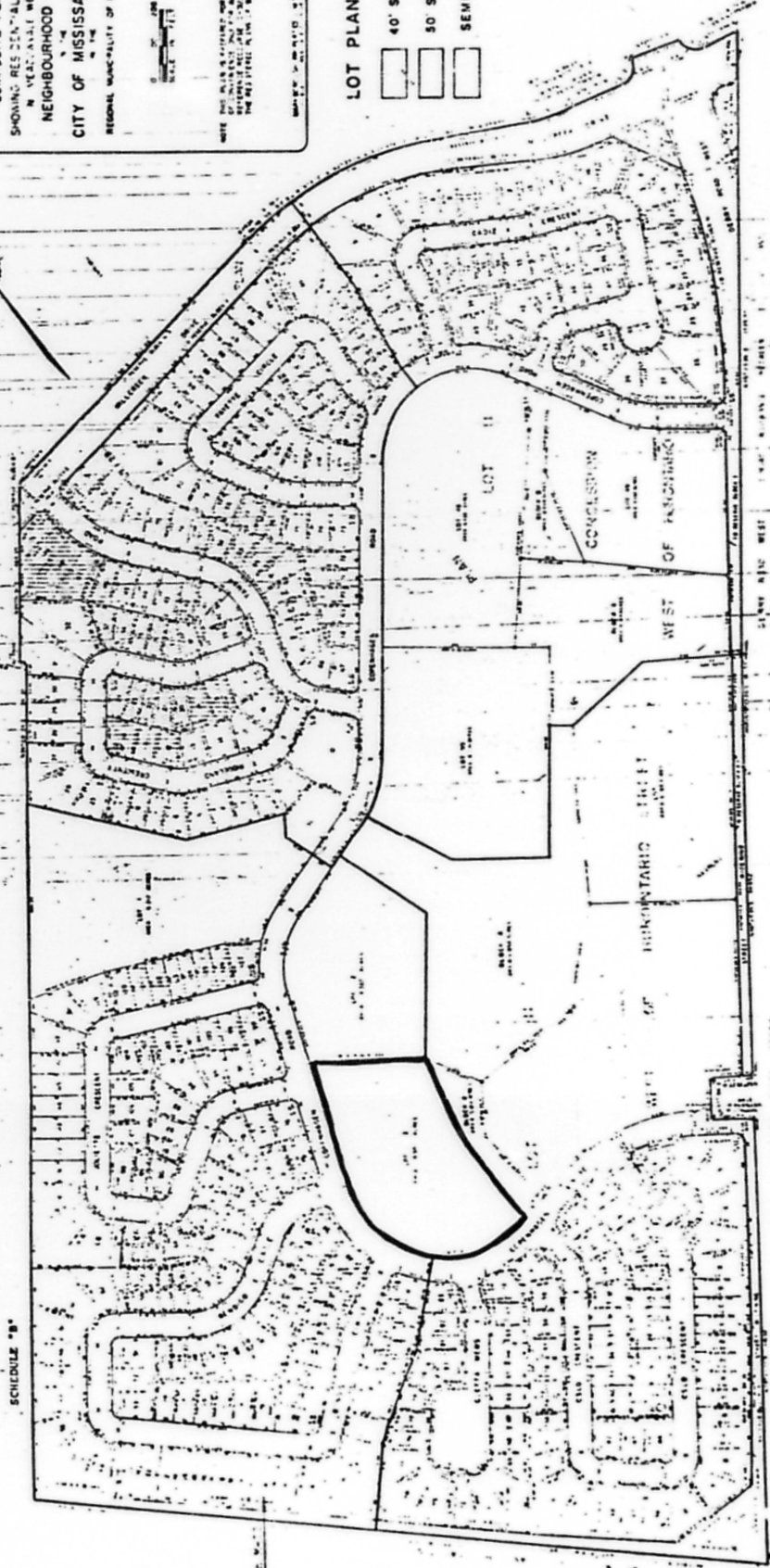
We would request approval in principle of this location and site for a 63 unit townhouse development by Ontario Housing Corporation so that the matter can be finalized by the Corporation's Board of Directors.

Yours truly,


S.J. Kaye
Development Officer
Metro/Central Region


COMPOSITE PLAN
 SHOWING RESIDENTIAL LANDS
 IN VERTICAL WEST
 NEIGHBOURHOOD 8
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL
 NOTE: THIS PLAN IS A SUMMARY OF A LARGER
 PLAN AND IS NOT TO BE USED FOR
 THE PURPOSES OF A LARGER PLAN
 SCALE: 1" = 1/4"

LOT PLAN
 40' SINGLES
 50' SINGLES
 SEMI-DETACHED



SCHEDULE "B"

ONTARIO STREET

WEST

WEST

WEST

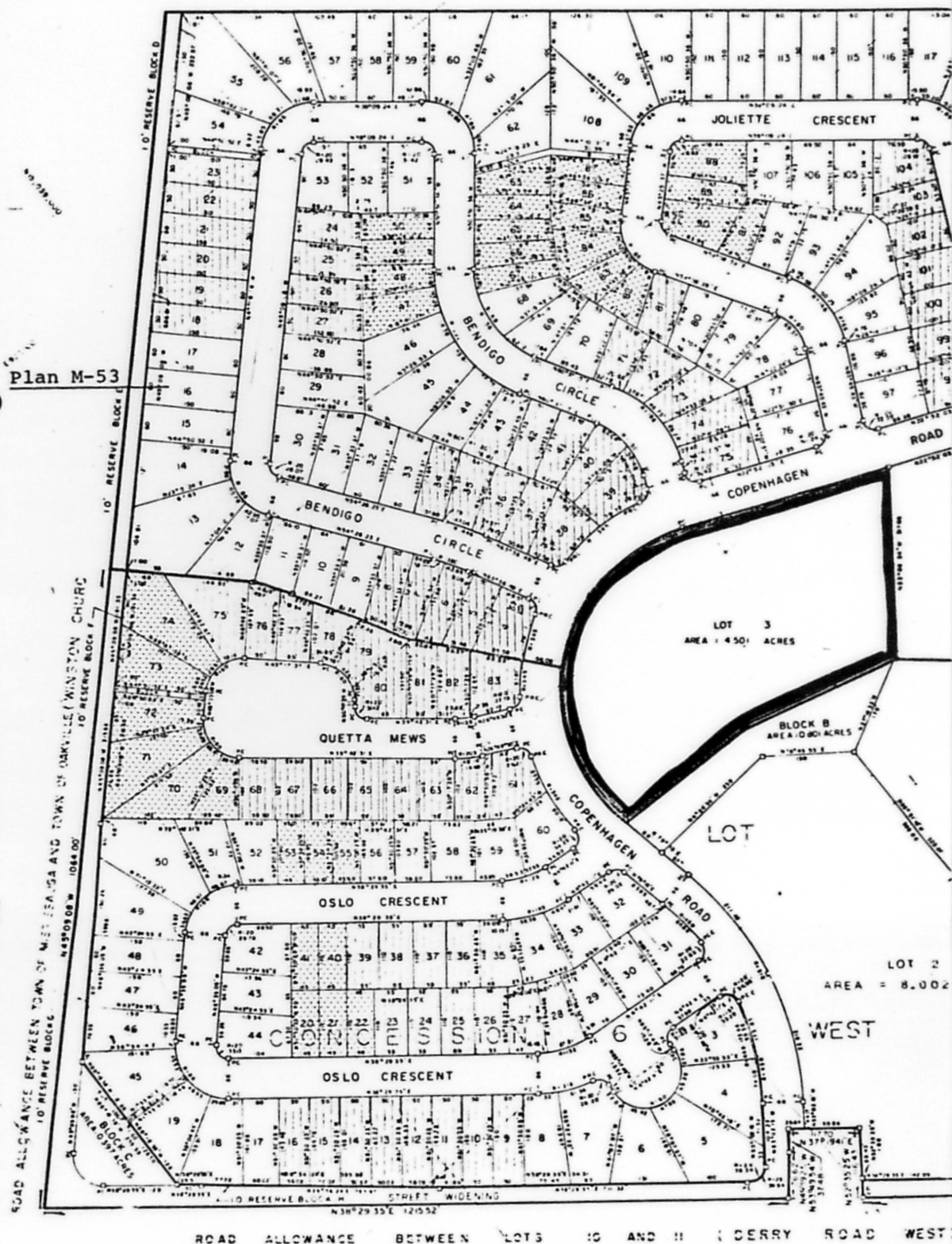
WEST

WEST

McBAIN & HULME
ONTARIO LAND SURVEYORS
68 SHEPPARD AVE WEST WILLOWDALE
222-2536

SCHEDULE "B"

Plan M-53



SUPPLEMENTARY AGENDA
GENERAL COMMITTEE MEETING
MAY 7, 1975

ITEMS TO BE CONSIDERED:

~~NO. FILE 45-75 - TRAFFIC SAFETY COUNCIL (MICHIGAN REGISTRATION)~~

~~RECOMMENDATION: That the letter dated May 5, 1975, from the Board of Commissioners, Paul Rypkema, Chair, with reference to Michigan Registration, be referred to Current Budget discussions. Letter attached.~~

ITEM 81 - REFERRED TO TRAFFIC SAFETY COUNCIL

NO. FILE 121-75 - BILL 136 (REGIONAL MUNICIPALITY OF YORK 1975)

Councillor McCallion has requested that the calling of a Public Meeting on Bill 136 be discussed today.

81. FILE 43-75 - ONTARIO HYDRO (LONG RANGE PLANNING)

Council, at its meeting held on January 27, 1975, adopted the following recommendation of the General Committee;

"That the Clerk arrange a meeting between the Ontario Hydro Commission and the Council for the City of Mississauga to discuss the early stages of planning of Hydro facilities."

Attached is a copy of a letter dated April 18, 1975, from Mr. D. J. Gordon, President of the Ontario Hydro in reply to the City's request. Also attached is the Statement referred to in Mr. Gordon's letter.

278

May 7, 1975

-2-

S4. FILE 150-75 - COOKSVILLE CREEK (COMPLAINT FROM RESIDENTS
OF ADENA COURT)

Attached is a copy of a letter dated April 23, 1975, from the Credit Valley Conservation Authority with reference to a complaint from residents of Adena Court in the vicinity of the Cooksville Creek. Comments and recommendations have been requested from the Commissioner, Engineering, Works and Building Department, Commissioner of Recreation and Parks and Traffic Safety Council. This item has been placed on the agenda at the request of Councillor McCallion.

Res. 281

S5. FILE 83-75 - COUNCIL (WARD OFFICE, WARD 5, WESTWOOD MALL -
BLOCK A, PLAN 710)

Councillor McKechnie has requested that the lease between Dalewood Investments Limited and the City with reference to a Ward Office in Ward 5, be discussed at this meeting.

By law 165.75



BOARD OF COMMISSIONERS
249 QUEEN STREET EAST
BRAMPTON, ONTARIO
L6W 2B8



Telephone: Area Code 416
453-3356

CHAIRMAN:
Judge B. Barry Shapiro

MEMBERS:
W. W. Appleton
R. K. Cooper
R. A. Searle
J. E. Archdekin

EXECUTIVE SECRETARY:
John T. Corney

May 5th, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Re: BICYCLE REGISTRATION

Dear Sir:

The following is an extract from the Property Committee Minutes, adopted by the Board at its meeting on Sunday, April 27th, 1975:

"Staff Inspector K. Barnhart advised that the Mississauga Traffic Safety Council has included \$3,000.00 in their 1975 Budget, (not approved) for bicycle registration in Mississauga. This programme has been discussed with the Peel Board of Education.

It is suggested that bicycle registration cards and stickers be handled by the schools. A copy of the registration would be picked up by our Police Officers.

The cost of stickers is estimated to be \$116.70 per thousand for 100,000 lots; or \$130.81 per thousand for 40,000 lots.

Brampton has not, as yet, set aside any money for bicycle registration. The total estimated cost of the programme is \$10,000. per annum. This programme would assist the Police Department in the identification of lost bicycles.

It is recommended:

That bicycle registration be implemented in September, 1975, in that part of Peel Region policed by the Peel Regional Police Force, provided that Brampton and Caledon

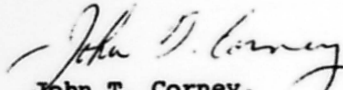
- 2 -

Mississauga, as noted above, for that part of the municipality served; and further,
Subject to registration by students at their respective schools; and further,
Subject to Budget approval by the area municipalities."

Please bring this to the attention of your Mayor.

Please contact Staff Inspector K. Barnhart, Peel Regional Police Force, 168 Kennedy Road S., Brampton, Ontario., for any further information you may require.

Yours very truly,


John T. Corney,
Executive Secretary.

JTC/bg

c.c. Staff Inspector K. Barnhart.

53

Douglas J. Gordon, President

April 18, 1975

Mrs. Hazel McCallion
Chairman
Planning and Development Committee
The Corporation of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Mrs. McCallion:

This is in response to the letter of December 24, 1974, from Mr. R. C. Lathan to me, which conveyed to Ontario Hydro the recommendation to Council by your Committee and the related staff report. Because of the inordinate delay in responding to Mr. Lathan's letter, caused by a combination of holiday periods and some staff changes related to the long range hearing process, I am writing directly to you to suggest a course of action. Please accept my apologies for not replying sooner.

The interest of your Council in Ontario Hydro's long range planning is understandable and we share your view that the municipalities should be able to "participate in the early stages of the planning of Hydro facilities..." Our public participation procedures are intended to provide that opportunity for all segments of the public. It may be, however, that improvements can be made to ensure the direct involvement of the municipalities. This will, no doubt, be a part of the considerations of the Commission of Enquiry under the Chairmanship of Dr. Arthur Porter which was announced on March 13, 1975 by the Honourable Allan Grossman. A copy of Mr. Grossman's statement is attached for your information.

Pending more definite information about Dr. Porter's hearings, however, I would be pleased to meet with you and a delegation of Council at a mutually acceptable time. Unfortunately, I doubt if a meeting with our Board of Directors is practical because of the infrequency of their meetings. Please let me know if the proposed course of action is acceptable to your Council.

...../2

Ontario Hydro

3-A

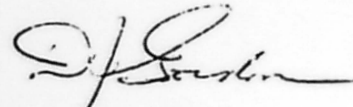
MRS. HAZEL MCCALLION

- 2 -

April 18, 1975

Should you require additional information regarding Ontario Hydro's long range planning, or the coming hearings of the Porter Commission pending establishment of a Commission office, Mr. J. P. Dobson, Manager of Rate and System Expansion Hearings, will be happy to assist you in any way he can.

Yours very truly,



D. J. Gordon
President

Attach.

cc: Mr. J. P. Dobson

JLB

A STATEMENT IN THE LEGISLATURE
BY THE HON. ALLAN GROSSMAN
PROVINCIAL SECRETARY FOR RESOURCES DEVELOPMENT

*(Copies mailed
to Bill Bennett
March 14/75)*

3-B
11

ON THE LONG-RANGE PLANNING OF ONTARIO'S ELECTRICAL POWER SYSTEM

102-LRP

In Answer to Question
MARCH 13, 1975

ON JULY 11, 1974, THIS GOVERNMENT ANNOUNCED IT WOULD HOLD
PUBLIC HEARINGS INTO THE LONG-RANGE PLANNING OF ONTARIO'S
ELECTRICAL POWER SYSTEM.

AT THAT TIME WE SAID THESE HEARINGS WOULD BE HELD BY THE ONTARIO
ENERGY BOARD OR THE PROPOSED ENVIRONMENTAL REVIEW BOARD, OR
AN INDEPENDENT COMMISSION.

I AM ABLE TO ANNOUNCE TODAY THE GOVERNMENT'S DECISION TO
ESTABLISH AN INDEPENDENT COMMISSION OF ENQUIRY INTO THE LONG-
RANGE PLANNING OF ONTARIO'S POWER NEEDS.

THE COMMISSION WILL FOCUS ON THE BROAD CONCEPTUAL CONSEQUENCES -
OF ALTERNATIVE WAYS OF SUPPLYING SUFFICIENT ELECTRICAL POWER
DURING THE PERIOD 1983 - 1993. 3c

IT WILL CONSIDER A WIDE RANGE OF SOCIAL AND ECONOMIC FACTORS
SUCH AS PROVINCIAL PLANNING POLICIES ... THE IMPACT OF POSSIBLE
NEW GENERATING STATIONS AND TRANSMISSION CORRIDORS ON THE
ENVIRONMENT AND FARM LANDS ... THE ECONOMIC BASE OF, AND SOCIAL
EFFECTS ON, ADJACENT COMMUNITIES ... COMMERCIAL AND RESIDENTIAL
ENERGY REQUIREMENTS ... INDUSTRIAL DEVELOPMENT ... ENERGY
CONSERVATION ... AND SO ON. THE COMMISSION WILL ALSO EXAMINE
MORE TECHNICAL MATTERS, INCLUDING ELECTRICAL LOAD GROWTH, SYSTEM
RELIABILITY, THE MANAGEMENT OF HEAT DISCHARGE FROM GENERATING
STATIONS, POWER POOLING AND LINKAGES WITH NEIGHBOURING UTILITIES,
TECHNOLOGY AND THE SECURITY OF FUEL SUPPLIES.

I WISH TO EMPHASIZE THAT THIS SPECIAL COMMISSION WILL BE
CONCERNED MORE WITH BROAD PLANNING PRINCIPLES AND CONCEPTS,
THAN WITH NARROW TECHNICAL DETAILS. THE PUBLIC NEEDS TO
KNOW WHAT DEMANDS FOR ELECTRICITY WILL BE PLACED UPON ONTARIO
HYDRO IN THE LONG TERM, HOW THESE NEEDS SHOULD BE MET, AND
WHAT IMPACT THIS WOULD HAVE ON ONTARIO'S WAY OF LIFE AND ITS
PHYSICAL ENVIRONMENT.

3-D

THE CONSEQUENCES OF THESE POLICY DECISIONS ARE SO FAR-REACHING
AND SO DIRECTLY AFFECT THE LIVES OF ONTARIO CITIZENS THAT WE
CANNOT MAKE THEM HASTILY OR ARBITRARILY. CONSEQUENTLY, THE
MAIN THRUST OF THE COMMISSION'S ACTIVITIES WILL BE THE HOLDING
OF PUBLIC HEARINGS THROUGHOUT ONTARIO. IT IS POSSIBLE THESE
OPEN DISCUSSIONS COULD TAKE AS LONG AS TWO YEARS TO COMPLETE.
WE WANT TO ENSURE THAT ALL RELEVANT CONCERNS AND POINTS OF VIEW
ARE CONSIDERED.

THESE ESSENTIAL PUBLIC HEARINGS REPRESENT A SIGNIFICANT
STEP FORWARD IN THE OPEN-PLANNING PROCESS TO WHICH THIS
GOVERNMENT IS COMMITTED.

3-E

THE COMMISSION WILL HOLD PRELIMINARY PUBLIC HEARINGS TO
DEFINE THE ISSUES THAT WILL SUBSEQUENTLY BE DISCUSSED IN GREATER
DEPTH AT THE MAIN HEARINGS. THE PRELIMINARY HEARINGS SHOULD
PROVIDE AN EDUCATIONAL FORUM AND CATALYST FOR LATER PUBLIC
PARTICIPATION AND WILL ENABLE THE COMMISSION TO ESTABLISH PROCEDURES
TO BE FOLLOWED DURING THE MAIN HEARINGS.

THE NEED FOR SUCH EXTENSIVE PUBLIC HEARINGS IS SELF-EVIDENT.
ONTARIO HYDRO IS ONE OF THE WORLD'S LARGEST ELECTRIC POWER
UTILITIES. WHILE IT HAD ASSETS IN 1972 OF ABOUT \$5.5 BILLION,
BY 1983 -- JUST EIGHT YEARS FROM NOW -- THESE ASSETS WOULD
EXCEED \$30 BILLION IF ONTARIO HYDRO'S PRESENT PLANS ARE APPROVED.

A POTENTIAL PUBLIC INVESTMENT OF THIS MAGNITUDE AND IMPORTANCE
ALONE WARRANTS WIDESPREAD PUBLIC INVOLVEMENT IN DIRECTING ITS
FUTURE GROWTH.

WHILE THE COMMISSION'S FOCAL POINT IS LONG-RANGE PLANNING, 3-F
THERE ARE CERTAIN ELECTRICAL POWER GENERATING AND TRANSMISSION
PROJECTS THAT ONTARIO HYDRO CONSIDERS IT MUST INITIATE DURING
THE TENURE OF THE COMMISSION. THESE PROJECTS INCLUDE A
GENERATING STATION ON THE NORTH CHANNEL OF GEORGIAN BAY,
EXTRA-HIGH VOLTAGE SUPPLY LINES TO KITCHENER, LONDON AND THE
OTTAWA-CORNWALL AREA, AND A SECOND EXTRA-HIGH VOLTAGE TRANSMISSION
LINE OUT OF THE BRUCE GENERATING STATION.

IT WAS PREVIOUSLY ANNOUNCED THAT THE HEARING BODY INTO LONG-RANGE
PLANNING WOULD ALSO BE ASKED TO CONSIDER AND REPORT ON THESE
SHORT-RANGE PROJECTS ON A PRIORITY BASIS FROM THE STANDPOINT OF
NEED AS WELL AS FROM AN ENVIRONMENTAL AND SOCIO-ECONOMIC BASIS.

HOWEVER, WE DO NOT WISH TO UNDULY BURDEN OR DELAY THE COMMISSION
BY BOGGING IT DOWN FROM THE START WITH THESE PROJECTS. CONSEQUENTLY,
THE COMMISSION WILL BE REQUESTED TO CONSIDER AND REPORT ONLY ON
THE NEED FOR THESE PARTICULAR PROJECTS.

IF FURTHER PUBLIC HEARINGS SHOULD BE NECESSARY TO DEAL WITH SPECIFIC ASPECTS OF TRANSMISSION LINE ROUTING OR GENERATING STATION LOCATION INSOFAR AS THESE PROJECTS ARE CONCERNED, THEY WILL BE ASSIGNED TO SOME OTHER APPROPRIATE BODY.

THIS WILL ENSURE PROPER PUBLIC EXAMINATION OF THESE PROJECTS WHILE FREEING THE COMMISSION TO PROCEED WITH ITS BROADER RESPONSIBILITIES.

I WISH TO STRESS THAT INDIVIDUALS AND ORGANIZATIONS THROUGHOUT ONTARIO WILL BE ASSURED OF AMPLE OPPORTUNITIES TO MAKE THEIR VIEWS KNOWN TO THE COMMISSION AT THE PUBLIC HEARINGS.

IN FACT, WE ARE TAKING THIS GOVERNMENT'S COMMITMENT TO PUBLIC PARTICIPATION IN THE PLANNING PROCESS A MAJOR STEP FORWARD BY PROVIDING FUNDING FOR POTENTIAL PARTICIPANTS AT THE HEARINGS.

THIS FUNDING OF PUBLIC INVOLVEMENT IN THE PLANNING PROCESS IS PURELY EXPERIMENTAL. IT IS THE FIRST TIME SUCH A DIRECT STEP HAS BEEN TRIED BY THIS GOVERNMENT. THE COMMISSION WILL BE ALLOCATED FUNDS FOR DISTRIBUTION, AT ITS DISCRETION, TO PARTICIPANTS.

- 1 -

34

QUITE FRANKLY, WE DO NOT KNOW AT THIS TIME HOW THE COMMISSION WILL HANDLE THE DELICATE JUDGEMENTS AS TO WHICH GROUPS SHOULD RECEIVE FINANCIAL ASSISTANCE IN PREPARING AND MAKING THEIR PRESENTATIONS. THIS WILL BE DISCUSSED IN GREATER DETAIL WITH THE COMMISSION CHAIRMAN.

THE EMPHASIS ON PUBLIC HEARINGS, OPEN PLANNING AND THE FUNDING OF PARTICIPANTS ALL SUPPORT THE PRINCIPLES ENUNCIATED IN TUESDAY'S THRONE SPEECH TO SAFEGUARD CITIZENS AGAINST THE GROWING COMPLEXITY OF GOVERNMENT AND ITS RELATIONSHIP WITH THE INDIVIDUAL, AND TO ENSURE THEIR PROTECTION AGAINST ARBITRARY JUDGEMENTS.

THE COMMISSION WILL REPORT ITS FINDINGS AND RECOMMENDATIONS TO THE GOVERNMENT THROUGH THE PROVINCIAL SECRETARY FOR RESOURCES DEVELOPMENT. THE GOVERNMENT WILL ESTABLISH POLICY GUIDELINES, BASED UPON THESE RECOMMENDATIONS, FOR PLANNING ONTARIO HYDRO'S GROWTH AND THE POWER NEEDS OF ONTARIO FOR THE REMAINDER OF THIS CENTURY.

I AM PLEASED TO ANNOUNCE THAT THE GOVERNMENT HAS BEEN SUCCESSFUL IN ATTRACTING AN EMINENT INTERNATIONAL ENGINEER AND SCIENTIFIC SCHOLAR TO SERVE AS CHAIRMAN OF THE COMMISSION.

3-1

HE IS DR. ARTHUR PORTER, PROFESSOR OF INDUSTRIAL ENGINEERING AT THE UNIVERSITY OF TORONTO AND CURRENT CHAIRMAN OF THE CANADIAN ENVIRONMENTAL ADVISORY COUNCIL.

DR. PORTER WAS EDUCATED AT THE UNIVERSITY OF MANCHESTER AND SUBSEQUENTLY COMPLETED HIS POST-DOCTORATE WORK AT THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY.

HE IS, PERHAPS, THE FIRST SCHOLAR TO INAUGURATE THREE NEW UNIVERSITY CHAIRS IN THREE DIFFERENT SUBJECTS -- INSTRUMENT TECHNOLOGY AT THE ROYAL MILITARY COLLEGE OF SCIENCE IN ENGLAND; LIGHT ELECTRICAL ENGINEERING AT IMPERIAL COLLEGE, THE UNIVERSITY OF LONDON; AND, IN 1961, INDUSTRIAL ENGINEERING AT THE UNIVERSITY OF TORONTO.

DR. PORTER WAS CO-BUILDER OF EUROPE'S FIRST ANALOG COMPUTER.

IN FACT, HE IS HONOURED IN HAVING HIS MASTER AND DOCTORAL THESES ON THIS SUBJECT DISPLAYED IN LONDON'S CELEBRATED SCIENCE MUSEUM.

DR. PORTER CAME TO CANADA IN 1949 AS HEAD OF THE RESEARCH DIVISION OF FERRANTI ELECTRIC LTD., TORONTO. HE WAS LATER DEAN OF ENGINEERING AT THE UNIVERSITY OF SASKATCHEWAN.

3-J

DR. PORTER CHAIRED ONTARIO'S COMMITTEE ON AUTOMATION AND EMPLOYMENT IN THE MID-1960s, WAS DEEPLY INVOLVED WITH EXPO '67 AS CHAIRMAN OF THE COMMITTEE ON SCIENCE AND MEDICINE, AND, SUBSEQUENTLY, WAS APPOINTED BY THE FEDERAL GOVERNMENT AS FIRST CHAIRMAN OF THE CANADIAN ENVIRONMENTAL ADVISORY COUNCIL.

HIS OUTSTANDING ACHIEVEMENTS AS A SCIENTIST AND SCHOLAR, INCLUDING THE AUTHORSHIP OF THREE SPECIALIZED BOOKS, EARNED HIM THE DISTINCTION IN 1970 OF BECOMING ONE OF THE FEW ENGINEERS TO BE ACCEPTED AS A FELLOW IN THE ROYAL SOCIETY OF CANADA.

WE ARE MOST PLEASED THAT DR. PORTER HAS ACCEPTED THE CHALLENGE OF DEVOTING SO MUCH OF HIS TIME AND ENERGIES TO THE LONG HOURS OF HEARINGS, TRAVEL AND DELIBERATIONS THIS COMMISSION WILL REQUIRE.

I WILL SHORTLY ANNOUNCE THE NAMES OF THE REMAINING MEMBERS OF THE COMMISSION, WHO WILL BE SELECTED IN CONSULTATION WITH DR. PORTER.

3-K

THESE HEARINGS MAY WELL BE THE MOST IMPORTANT IN THIS DECADE.

THE SHEER SCOPE OF FACTORS AND VALUES EMBRACED IN A PUBLIC DEBATE ON LONG-TERM PLANNING SHOULD INVOLVE ALL ASPECTS OF ONTARIO'S FUTURE -- ECONOMIC, SOCIAL, ENVIRONMENTAL, AGRICULTURAL, URBAN PLANNING, INDUSTRIAL GROWTH AND SO FORTH.

THE HEARINGS SHOULD ALSO BRING INTO PUBLIC FOCUS BASIC PHILOSOPHIES ABOUT MUCH OF THE KIND OF LIFE WE WANT FOR THE NEXT CENTURY AND WHAT PRICE WE ARE PREPARED TO PAY FOR ITS ACHIEVEMENT.



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER
H.1.4.

April 23, 1975.

*Rec'd May 2/75.
HMK*

City of Mississauga
1 City Centre Drive
Mississauga, Ontario.

Attention: Mrs. H. McCallion

Dear Mrs. McCallion:

Re: Complaint from Residents of Adena Court,
City of Mississauga

The area of Cooksville Creek referred to in your letter of April 4, 1975, received by the Mayor of the City of Mississauga from the residents of Adena Court, has been investigated in the field by the staff of the Credit Valley Conservation Authority.

As indicated in photograph #1 (attached), children were observed using the side of the creek, where the bank at the rear of Mr. Teubler's property has been washed away by the spring run-off. Some senior boys were also observed jumping over the creek to walk along the bank at the rear of the properties, at the time the picture was taken. The Ontario Water Resources Commission has a 20 foot sewer easement at the rear of the properties on Adena Court and this is indicated on the photocopy map of Cooksville Creek attached to this report.

Recommendations:

(A) That the City of Mississauga Works Department erect a chain link fence at the position indicated (by a red circular ring), on the photocopy map of Cooksville Creek. The fence should be erected between the fence of Lot 1, Adena Court and the railing of the bridge at Paisley Blvd. This would stop the boys coming from the Paisley Blvd. area.

(B) That the City of Mississauga Parks Department clean the creek of debris which is in the area of Camilla Park owned and operated by the City.

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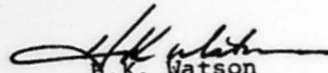
4-A

The debris observed during the inspection includes grocery carts, old tires, branches and tree stumps and a park bench. If this work was completed, it would eliminate the obstruction to the flow of the creek and prevent any back up of water in the area of Adena Court, as was mentioned in the letter from the residents.

(C) That the City provide a guard to supervise the children crossing Cooksville Creek foot bridge to Camilla Park as you see on photograph #2 (attached). The small boys on their way to school cross the bridge on the outside of the guard rail which is a dangerous practice, especially with boys ranging in the 6 year old bracket.

(D) That representations be made to the local school to have the principal and teachers advise the children to use the walks provided rather than the creek banks.

Yours very truly,


H.K. Watson
General Manager

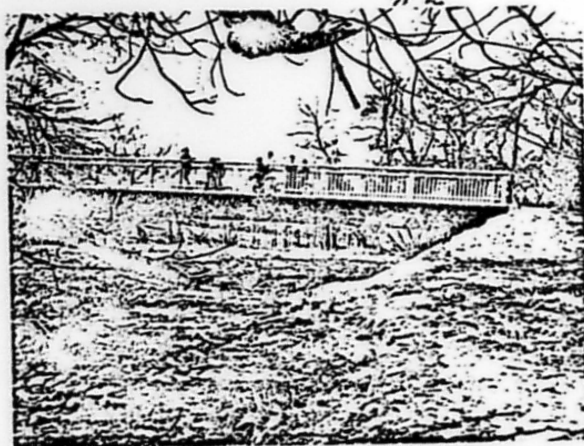
WAH/DD
Encl.

4-B

#1



#2



The Regional Municipality of Peel

I-1

April 29, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED
REGISTRY NO. 3795
DATE APR 30 1975
FILE NO.
CLERK'S DEPARTMENT

Dear Sir:

Subject: Reconstruction of Derry Road
from Malton Go Station to Indian Line,
Our Reference PW-151-75

The Public Works Committee on April 15, 1975 considered a report from the Commissioner of Public Works regarding the above mentioned subject. Council directed that a copy of this report be forwarded to your engineering and works committee for information.

Council on April 24, 1975 adopted the recommendation contained in the report with the exception of item (e) which was amended to read :

"Preparation of construction plans and tender documents in order that construction may be programmed as per the Capital Budget."

The following recommendations were also added:

"And further that the consultant include a pedestrian underpass in revisions to the easterly culvert over the Mimico Creek and also recommend pedestrian crossing areas where needed such as a walkway to the Go Station;

contd. -2-

TO BE RECEIVED. COPY HAS BEEN SENT
TO W. TAYLOR

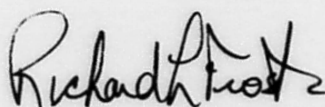
Region of Peel

- 2 -

April 29, 1975.

I-1a

And further that the Commissioner of Public Works report to the Public Works Committee regarding the effect the construction of Highway 427 will have on this project and on the possibility of the Ministry of Transportation and Communications providing 100% of the cost of the reconstruction of Derry Road from Highway 427 to Goreway Drive;"



Richard L. Frost, M.A.,
Regional Clerk.

...*DK*.../lr
DAH
encl

cc: W. J. Anderson,
Commissioner of Public Works

//

T-12

The Regional Municipality of Peel

April 8, 1975.

File: 75-071

The Chairman and Members,
Public Works Committee,
Region of Peel.

Re: Reconstruction and widening of Derry Road from
Malton GO Station to Indian Line.

The reconstruction of Derry Road between the easterly limits of the "Four Corners" improvement and Indian Line has been included in the five year Capital Program with expenditures on engineering and land surveys contemplated in 1975, property acquisition and commencement of construction in 1976 and the largest expenditure in 1977.

The preliminary design report has now been completed and submitted for approval. The report recommends reconstruction to six lanes at an estimated cost of \$1,622,144.00 with a total of \$142,167.00 possibly chargeable to others for a net cost of \$1,480,000.00. This compares to an estimate of \$1,430,000.00 in our five year budget.

The programming of this construction should of course be co-ordinated with any proposed construction at the Airport Road intersection as the introduction of six lanes to the east would complicate the existing situation. However, in order to prepare for construction at a later date,

IT IS RECOMMENDED THAT the preliminary study as prepared for the construction of Derry Road between Airport Road and Indian Line be approved in principle for the purpose of -

- (a) Discussions with the Ministry of Transportation and Communications for design approval.
- (b) Discussions with Industries in the area regarding revisions of access points.
- (c) Preparation of land plans and commencement of property negotiations.

.. 2 ..

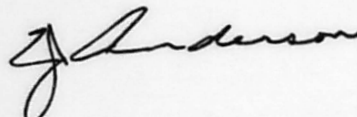
Region of Peel

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I-1e

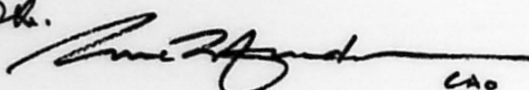
- (d) Preparation of engineering plans for necessary utility relocations.
- (e) Preparation of construction plans and tender documents in order that construction may be programmed in a later year.



W. J. Anderson, P. Eng.,
Commissioner of Public Works.

RWKsh

c.c. R. L. Frost,
Regional Clerk.

Ok.  CAO

The Regional Municipality of Peel

I-2

April 29, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Sir:

Subject: Reconstruction of Queen Street
from Thomas Street to C.P.R.-
Streetsville,
Our reference PW-152-75

On April 15, 1975 the Public Works Committee considered a report from the Commissioner of Public Works regarding the above subject. Council directed that a copy of this report be forwarded to your municipality for information.

Further consideration of this report was deferred and will be presented again to the Public Works Committee in the near future.

Richard L. Frost

Richard L. Frost, M.A.,
Regional Clerk.

...D.H.../lr
DAH

encl

cc: W. J. Anderson,
Commissioner of Public Works

RECEIVED
REGISTRY NO. 3796
DATE APR 30 1975
FILE NO.
CLERK'S DEPARTMENT

TO BE RECEIVED, COPY HAS BEEN SENT
TO W. TAYLOR AND COUNCILLOR MCCALLION

The Regional Municipality of Peel

I-2a

April 29, 1975.

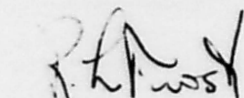
Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Sir:


Subject: Reconstruction of Queen Street
from Thomas Street to C.P.R.-
Streetsville,
Our reference PW-152-75

On April 15, 1975 the Public Works Committee considered a report from the Commissioner of Public Works regarding the above subject. Council directed that a copy of this report be forwarded to your municipality for information.

Further consideration of this report was deferred and will be presented again to the Public Works Committee in the near future.



Richard L. Frost, M.A.,
Regional Clerk.

/lr
DAH

encl
cc: ✓ W. J. Anderson,
Commissioner of Public Works

12

The Regional Municipality of Peel

I-26

April 8, 1975.

File: 75-060

The Chairman and Members,
Public Works Committee,
Region of Peel.

Re: Reconstruction of Queen Street (Streetsville) from
Thomas Street to C.P. Railway.

When reviewing the 1974 Capital Road Program, Council instructed staff to report on the possible inclusion of this project in the program. Recommendation PW-122-74 authorized the preparation of the necessary plans and tender documents, including a preliminary report indicating the design criteria and preliminary cost estimate.

The preliminary report has now been completed and is submitted for approval. The cost of the project as estimated in the report is \$215,000.00. In 1974 when preparing estimates for the 1975 program, this project was looked upon as resurfacing with only minor construction. However, investigation has indicated that more work than originally envisaged should be carried out, the major location being just north of the C.P.R. tracks. Here the entire road should be excavated, the grade lowered to improve the riding quality over the tracks, storm sewers installed, curb and gutter constructed and a 32 foot width of pavement provided. In addition, the existing curb and gutter must be replaced throughout most of the length of the project and the existing storm sewer is incomplete and does not function satisfactorily. We are also recommending the addition of lighting luminaries at some of the intersections.

These recommendations have resulted in the increased cost to \$215,000.00 from the original estimate of \$100,000.00 for resurfacing. The design criteria has been submitted to the Ministry of Transportation and Communications and has received approval. Therefore,

IT IS RECOMMENDED THAT the planning report for the reconstruction of Regional Road 1 (Queen Street, Streetsville)

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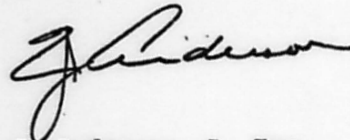
Region of Peel

12-1

.. 2 ..

I-2c

between Thomas Street and the C.P. Railway be approved and that the financing within the Capital Program be adjusted to permit this construction in 1975.



W. J. Anderson, P. Eng.,
Commissioner of Public Works.

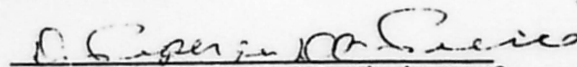
RWKsh

c.c. R. L. Frost,
Regional Clerk.

The 1975 Capital Budget included an estimate of \$100,000 Gross Expenditure and \$64,000 Net Expenditure on this Road Work. The increase in estimated cost of \$115,000 would be totally borne by the Region as there are no further 1975 Subsidy dollars available in the Capital Budget. For this reason,

IT IS RECOMMENDED THAT,

The reconstruction of Queen Street be deferred to the 1976 Capital Budget unless the Public Works Committee can recommend a rescheduling of other works in the 1975 Capital Budget which would allow this project to be completed in 1975 under the approved total Net Regional Expenditure of \$6,053,800.


D. Peper, Treasurer and Commissioner of
Finance.

rb

Ref: EAO memo of Apr 9/75

12-2

The Regional Municipality of Peel

I-2d

9th April, 1975.

**MEMORANDUM TO THE CHAIRMAN AND
MEMBERS OF THE PUBLIC WORKS COMMITTEE**

**Re: Reconstruction of Queen Street (Streetsville)
from Thomas Street to C. P. Railway**

While I do not question the desirability of undertaking the works referred to in Mr. Anderson's memorandum of April 8th, 1975, I can not help but express some concern with respect to the magnitude of the present authorizations for expenditures on road improvements - over and above those which would be cost shared on a 50-50 basis by the Province and IT IS RECOMMENDED THAT the Public Works Committee once again review its priorities with respect to such improvements with a view to reducing rather than increasing the Region's obligations with respect to capital expenditures for roads.



C. McC. Henderson,
Chief Administrative Officer.

CMCH/jalf
cc: Chairman and Members
Administration and Finance Committee
For Information

The Regional Municipality of Peel

BC
D1
I-3

April 22, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED	
REGISTRY NO.	3672
DATE	APR 25 1975
FILE NO.	113-25
CLERK'S DEPARTMENT	

Dear Mr. Turcotte:

Subject: Mississauga Landfill Site,
North Sheridan Way,
Our reference PW-126-75

Further to my letter of April 14, 1975 with respect to the Mississauga Landfill Site Council also approved the following recommendations which are submitted for your information.

RECOMMENDATION PW-126-75:

"That Springbank Sand & Gravel Ltd., be requested to forward to the Region of Peel deeds to those lands as agreed to be conveyed to the City of Mississauga by virtue of an agreement dated February 6, 1964."

RECOMMENDATION PW-129-75:

"That upon approval of a development plan by the Ministry of the Environment the Regional staff undertake negotiations with Berrill & Trustrum for the revision of the present contract to accommodate changes in operational procedures as required by the development plan."

RECOMMENDATION PW-130-75:

"That recycling of materials at this Mississauga landfill site not be undertaken."

contd. -2-

TO BE RECEIVED. COPIES HAVE
BEEN SENT TO B. CLARK & W. TAYLOR

RECOMMENDATION PW-131-75:

"That the use of the Oughtred, Guismont and Pinchin lands be negotiated on a "royalty" basis, notwithstanding that a further determination may be made by Regional Council with regard to the acquisition of lands in this area used or to be used, for landfill purposes."

RECOMMENDATION PW-132-75:

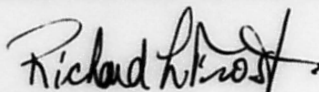
"That the recommendations of the Commissioner of Public Works report, dated March 10, 1975, be adopted as follows:


- (a) That Regional staff discuss immediately with the contractors the mud tracking problem at the Mississauga landfill site in order to develop solutions in co-operation with the contractors for the short term period until the site is expanded and in particular, the possibility of hiring several men to scrape mud from the wheels of vehicles leaving the landfill site."
- (b) That the development plans for the expanded site be completed as soon as possible.
- (c) That the Region immediately begin negotiations with the parties concerned regarding the expansion of the site."

RECOMMENDATION PW-133-75:

"That Councillor D. J. Culham together with Regional staff report further to this committee regarding negotiations for the acquisition of lands in the area of the Mississauga landfill site."

I have informed Springbank Sand & Gravel Limited of recommendation PW-126-75 and Councillor Culham of recommendation PW-133-75.


Richard L. Frost, M.A.,
Regional Clerk.


.../lr
DAH

The Regional Municipality of Peel

5/14/75
I-4

April 28, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Sir:

Subject: Watermain Construction
Fanto Industrial Subdivision,
Our reference PW-140-75

I am enclosing for your information a copy of a report from the Commissioner of Public Works dated March 26, 1975 regarding the above mentioned watermain construction.

This report was considered by the Public Works Committee on April 1, 1975 and Council on April 10, 1975 adopted the recommendations contained in the report.

Richard L. Frost

Richard L. Frost, M.A.,
Regional Clerk.

DAH
.../lr
DAH
ENCL

RECEIVED
REGISTRY NO. <i>3757</i>
DATE <i>APR 29 1975</i>
FILE NO. <i>P62-73</i>
CLERK'S DEPARTMENT

TO BE RECEIVED. COPY HAS BEEN SENT
TO W. TAYLOR

10-14-75

I-4a

The Regional Municipality of Peel

March 26, 1975
File W7304

The Chairman and Members
Public Works Committee
Region of Peel

Re: 12" and 16" Watermain Construction
on Fanto Industrial Subdivision

Following Council's approval of Public Works Recommendation
PW-238-74, tenders were called and on the closing date of
March 14, 1975, seven (7) tenders were received as follows:

<u>Contractor</u>	<u>Amount</u>	<u>Completion Time</u>
En-San Contractors Ltd.	\$27,189.80	8 weeks
H.M.A. Construction Ltd.	28,149.67	8 weeks
Poce Construction Ltd.	34,400.55	8 weeks
Wardet Ltd.	37,016.70	6 weeks
Rabito Contractors Ltd.	42,960.00	12 weeks
Ravane Construction Ltd.	46,187.45	4 weeks
Pisa Construction Ltd.	49,343.00	10 weeks

Based on the lowest tender, as received from En-San Contractors
Limited, the cost for the watermain work will be as follows:

Material	\$ 61,906.66
Labour	27,189.80
Allowance for Extra Work	1,640.00
Allowance for Inspection (5%)	4,536.82
Allowance for Engineering (7%)	6,669.13
Allowance for Financing (10% of Debenture amount \$54,000)	<u>5,400.00</u>
Total:	\$107,342.41 =====

The Engineering Report of August 7, 1974 estimated the cost of
this work at \$92,132. An agreement dated March 15, 1973 was
completed by the Town of Mississauga and the Public Utilities

Region of Peel

Public Works Committee

-2-

March 26, 1975

I-41

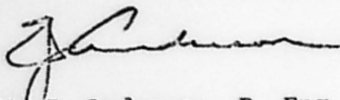
Commission of the Town of Mississauga which establishes the financing of the work - part of the costs were to be assessed to owners on a frontage basis and Mississauga has approved of the acceptance of this expense, which amounts to \$53,808. The balance of the costs are to be paid by the developer. Based on the tender received and present day material costs, this will amount to \$53,534.41.

IT IS RECOMMENDED that

- (a) the tender, as received from En-San Contractors Limited, in the amount of \$27,189.80, be accepted, and the Chairman and Clerk be authorized to execute the documents,
- (b) the Commissioner of Works authorize the work to proceed upon confirmation that the developer has lodged securities acceptable to the Region for his portion of the costs.

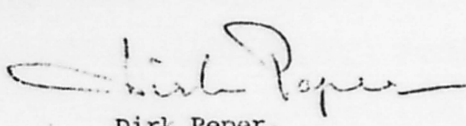
CC/vp

cc: Richard L. Frost


W.J. Anderson, P. Eng.
Commissioner of Public Works

The above proposal by the Commissioner of Public Works is hereby endorsed as no Regional funds are required for the completion of this project.

IT IS RECOMMENDED that any interim financing required be made out of current funds and that the interest on any such funds used by the Region be charged back to the developer at the rate of 9%. This programme was included in the O.M.B. approval #E742370 in the amount of \$53,808.


Dirk Peper,
Treasurer and
Commissioner of Finance.

RECEIVED



Send to Council

The Regional Municipality of Peel

22.
I-5

April 29, 1975.

Mayor M. L. Dobkin,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED	
REGISTRY NO. 4648	RECEIVED MAY 1 1975 MAYOR'S OFFICE
DATE MAY 7 1975	
FILE NO. 35-75	
CLERK'S DEPARTMENT	

Dear Sir:

Subject: Establishment of 1975 Quota

I am enclosing a copy of a letter dated April 23, 1975 from the Ontario Municipal Board with respect to the requests from the Region and the Area Municipalities for the establishment of quota for 1975.

The enclosed letter will be considered by Regional Council at its meeting May 8, 1975.

Richard L. Frost

Richard L. Frost, M.A.,
Regional Clerk.

...*DAH*.../lr
DAH
encl

TO BE RECEIVED. COPY HAS BEEN
SENT TO D. OGILVIE



Ontario
Municipal
Board

416/965-1912



Quote File Number

April 23, 1975

Mr. L. H. Parsons,
Chairman,
Regional Municipality of Peel,
150 Central Park Drive,
BRAMALEA, Ontario.
L6T 2V1

Dear Mr. Parsons:

In view of the steadily rising trend in unemployment and the increasing burden on the general tax levy caused by debt charges as a result of high interest rates, the Board must give careful and thorough consideration to all proposed capital expenditures that are less essential than such projects as sewers, water systems, electric utility extensions, local improvements, local roads, drainage, housing programmes, fire stations and equipment, and public transit facilities, which have priority.

If the capital expenditure forecast for your municipality for the year 1975 to be submitted to the Board includes any projects other than those mentioned above, your request for establishment of a quota for 1975 including such other projects must be accompanied by additional information in respect of -

- (a) the necessity of the project;
- (b) the reason(s) it is not desirable to defer it to a later year;

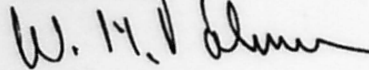
Con't..... 2

- (c) the effect of the estimated additional annual debt charges and operating costs on the mill rate;
- (d) if the debt charges and operating costs will not be a charge on the mill rate, the means by which they will be recovered; and
- (e) a copy of the audited financial statements for the latest fiscal period available.

I-54

Would you please bring the contents of this letter to the attention of the heads of the municipalities in your region.

Yours truly



W.H. Palmer
Chairman

WHP/ts

Office of the
Minister

Ministry of
Housing

416/965-6456

Parliament Buildings
Queen's Park
Toronto Ontario
M7A 2K5

I-6

April 23, 1975.

Mr. R. K. Webb, Q.C.,
Davis, Webb & Hollinrake,
Barristers & Solicitors,
41 George Street South,
Brampton, Ontario.
L6Y 1P4

RECEIVED	
REGISTRY NO.	3813
DATE	MAY 1 - 1975
FILE NO.	T-24981 T-24530
CLERK'S DEPARTMENT	

Dear Mr. Webb:

Re: Runnymede Development Corporation
Limited - File No. T-24981 and
Horseshoe Developments Incorporated
(formerly Visplar Holdings Limited)
File No. T-24530

Thank you for your letter of March 27, 1975,
regarding our meeting of March 25, 1975, to discuss the
two industrial draft plans of subdivision mentioned above.

As you know, the municipality is permitted to
request 5% of the area of land included in the plans of
subdivision for park purposes or cash-in-lieu of park land.
The Planning Act is not specific in excluding industrial
subdivisions from this requirement. If the City of Mississauga
does request park land or cash-in-lieu of park land, I
would likely implement the request and include it as a
condition of any draft approval. This would be consistent
with the approvals given to numerous industrial proposals
in other municipalities.

With reference to the concerns raised in your
letter over the use of the 5% dedication, I must point out
that the legislation requires that any money received in
lieu of land under Section 33 of The Planning Act must be
deposited in a special account to be used solely for the
acquisition of park land in the municipality. If a municipi-
pality wishes to use that money for any purpose other

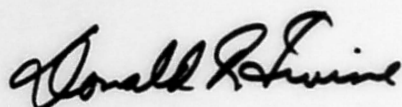
I-6a

Mr. R. K. Webb, Q.C.

than acquisition of land for park purposes, my approval is required.

I have instructed my staff to again bring these plans to my attention prior to any decision. I hope these matters can be resolved to our mutual satisfaction.

Yours sincerely,



Donald R. Irvine,
Minister of Housing.

c.c. City of Mississauga

TO BE RECEIVED. COPIES HAVE BEEN
SENT TO R. Edmunds, B. Clark and
Mayor Dobkin



A 75114

117
E1

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal
Leona Finkler and Patricia Friedland
from a decision of the Committee of
Adjustment of the City of Mississauga



APPOINTMENT FOR HEARING

Leona Finkler and Patricia Friedland having appealed from a decision of the Committee of Adjustment of the City of Mississauga dated the 31st day of December, 1974, whereby the Committee amended and granted their application for a variance from the provisions of By-law 5500 of the City of Mississauga, as amended, to permit the extension of a retail second hand auction to expire and to terminate on or before the 31st of December, 1975, whereas the original application to the Committee having requested permission to maintain a second hand retail and automobile auction establishment for a temporary period of one year, notwithstanding the said By-law does not expressly permit such use in an M1 zone, the lands in question being composed of part of Lot 28, Concession 2 S.D.S. and known municipally as 1105 Clarkson Road North;

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the 3rd day of June, 1975, at the hour of two o'clock (local time) in the afternoon, at the Board's Chambers, 123 Edward Street, Sixth Floor, in the City of Toronto, for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

TO BE RECEIVED. COPY HAS BEEN SENT
TO B. CLARK

A 75114

- 2 -

In the event the decision is reserved persons taking
part in the hearing may request a copy of the decision
from the presiding Board Member. Such decision will
be mailed to you when available.

I-7a

DATED at Toronto this 23rd day of April, 1975.

SECRETARY

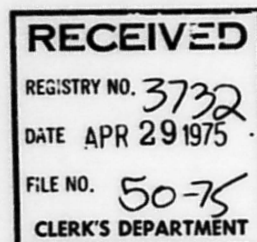
STEERING COMMITTEE
RESTRUCTURING
MUNICIPAL
UTILITIES

I-8

April 23, 1975

The Corporation of the
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Attention: Mr. D.R. Turcotte



Dear Mr. Turcotte:

Re: Restructuring of Municipal Utilities
In the Regional Municipality of Peel

As you are aware, the Steering Committee on the Restructuring of Municipal Utilities has been established by the Board of Ontario Hydro on the recommendation of the Minister of Energy.

The purpose of the Committee is to facilitate the restructuring of municipal electrical utilities in those regions where, in the words of the Minister of Energy, "local authorities wish to proceed with the restructuring process". Restructuring is to proceed in accordance with the approved guidelines set out by the Minister of Energy in his announcement of February 11, 1975, a copy of which is hereto attached.

Your letter dated March 11, 1975, addressed to the Honourable Dennis R. Timbrell, together with correspondence addressed to the Honourable Dennis R. Timbrell from the City of Brampton, dated March 11, 1975, has been delivered to the Committee, and it is evident that there is a desire within Peel Region to have utility restructuring initiated.

TO BE RECEIVED

620 UNIVERSITY AVE., TORONTO, ONT.
MSC 1X6

THE CORPORATION OF THE
CITY OF MISSISSAUGA

April 23, 1975

I-8a

We appreciate receiving your views, however, in accordance with the Minister's announcement, that the initiation of restructuring will be at the local level, we are presently writing to those municipal authorities listed on the attached sheet. In as much as we have not heard from these authorities, we are asking them to formally advise this Committee of their wishes to establish a local study team to make recommendations for the Restructuring of Municipal Electrical Utilities in the Regional Municipality of Peel.

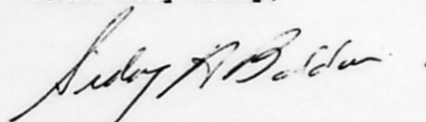
The Steering Committee is prepared to arrange a meeting with the concerned authorities in your area in order to explain further the mechanism by which we hope the local study team will be established.

You may be assured we will be in touch with you further, just as soon as we have received the replies to our inquiry.

The members of the Committee and the Executive Director are as follows, should you have any questions or wish further clarification at this time:

Chairman:	Mr. S.A. Baldwin
Members:	Mr. L.E. Cooke Mr. E.M. Fleming Mr. A.G. Stacey Mr. H.K. Wright
Executive Director:	Mr. D.A. Ramsay

Yours very truly,



Sidney A. Baldwin
Chairman

T-8b

ATTACHMENT

Regional Municipality of Peel
150 Central Park Drive
BRAMALEA, Ontario
L6T 2V1

Attention: Mr. H.H. Rutherford

Town of Caledon
Box 120
CALEDON, Ontario
L0N 1C0

Attention: Mr. C. Patterson

Bolton Hydro-Electric Commission
23 Mill Street
Box 1
BOLTON, Ontario
L0P 1A0

Attention: Mr. B.A. Wilson

Brampton Hydro-Electric Commission
6 George Street South
BRAMPTON, Ontario
L6Y 1P2

Attention: Mr. V.T. Breen

Mississauga Hydro-Electric Commission
2325 Hurontario Street
MISSISSAUGA, Ontario
L5A 2G3

Attention: Mr. B.D. Fleming

Port Credit Public Utilities Commission
30 Stavebank Road
PORT CREDIT, Ontario
L5G 2T5

Attention: Mr. W.H. Munden

Streetsville Public Utilities Commission
167 Queen Street South
STREETSVILLE, Ontario
L5M 1L2

Attention: Mr. J. Wiersma



Send to Council
**The District of Halton & Mississauga
Ambulance Service Ltd.**

PHONE 844-3250
88 GEORGE STREET
OAKVILLE, ONT. L6J 3B7

I-9

RECEIVED

REGISTRY NO. 4042

DATE MAY 7 1975

FILE NO. 7-7

CLERK'S DEPARTMENT

April 29, 1975

Mayor D. L. Dobkin
Mississauga City Hall
1 City Centre Drive
Mississauga, Ontario

Dear Mayor:

Further to our meeting of February 3, 1975, please find enclosed the statistical reports for Mississauga and Port Credit. The reports for Port Credit are for the period of January 1st to March 31st 1975. The reports for Mississauga are for the last 4 days in February and the complete month of March.

Hopefully these reports will provide some insight into the Ambulance movements within the city. The Mississauga report of February shows only 4 day period as we began operating the service formerly known as Fleuty's on February 25, 1975.

The average response time for prompt and urgent calls of the two stations combined averages 5.2 minutes. This amount of time should be considered excellent as the District which spans Mississauga to Burlington has an average of 6.5 minutes. Negotiations are presently underway to move the Northeast station presently located at Dundas east of Dixie Road. We are attempting to relocate this station in the vicinity of Highway #10. It is hoped that by this move, response time for prompt and urgent calls will be at least maintained if not improved.

You will be receiving these reports from now on each month. Please do not hesitate to contact this office at any time if you have any questions regarding the Ambulance Service.

TO BE RECEIVED

Yours Truly,

Allan Duffin
Allan Duffin
District Supervisor



E. Halliday

I-10

CORPORATION OF THE TOWN OF KIRKLAND LAKE

BOX 757 - KIRKLAND LAKE, ONTARIO

PHONE 705-567-5262

The Council of the Town of Kirkland lake have received a request for funds to form a Brass Band.

It has been brought to Council's attention that there may be municipalities or organizations who have recently disbandded musical groups with no immediate requirement for the equipment and would be prepared to donate these instruments to our band.

If you can be of assistance please contact.

Mr James Perry
Conductor
Kirkland Lake Brass Band
30 Porteous Ave.
KIRKLAND LAKE, Ontario.

TO BE RECEIVED. COPY SENT
TO E. M. HALLIDAY

RECEIVED	
REGISTRY NO	3677
DATE	APR 25 1970
FILE NO.	7-75
CLERK'S DEPARTMENT	

Send to Council

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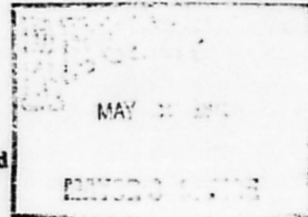
I-11

Mayor M.L. Dobkin M.D.
and Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

STY NO. *405*
MAY 7 1975
NO. *20-75*
RK'S DEPAR

April 30, 1975

Re: Credit Vale
Lands North of Britannia Road
Between Second Line West and Creditview Road
South of the Credit River
City of Mississauga



We have been retained as Planning Consultants by the majority of owners within the general area outlined on the attached location map. We also attach a copy of our preliminary land use proposals which have been discussed with Markborough Properties Limited, the owners of adjacent lands on the west side of Creditview Road, and their consultants Project Planning Associates Limited, with a view to formulating a comprehensive land use proposal for both areas.

Markborough Properties Limited will be submitting by separate letter, a preliminary plan for lands on the west side of Creditview Road which will complement the land uses shown on the plan attached.

With regard to our land use proposals, we note that during consideration of design parameters we have been sensitive to environmental constraints inherent in relating the development to the Credit River and a mature stand of trees located approximately in the centre of the area, it being our intention to create an urban form which will blend with the natural environment.

We request that these lands, which form a logical extension to the Meadowvale South Community, be released for processing together with the Markborough Properties' lands so that our

.... Con't 2

rogers•thompson associates

consulting town planners

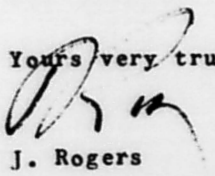
256 burnhamthorpe road, east,
mississauga, ontario L5A 3J9
telephone: (416) 275-9000

E11a

....Con't

proposals can be considered within the context of the current
Official Plan review by Planning Staff and the City's Planning
Consultants.

Yours very truly


J. Rogers

JR:ce

cc. K.C. Comyns (Markborough Properties Limited)
Project Planning Associates Limited
Owners

TO BE RECEIVED. COPY HAS BEEN SENT
TO R. EDMUNDS AND W. TAYLOR

WEIR & FOULDS

BARRISTERS AND SOLICITORS

K.A. FOULDS, Q.C.
R.B. ROBINSON, Q.C.
A. M.N. AUSTIN
J.D. McKILLAH, Q.C.
N.W.C. ROSS
G.J. HENRY
K.B. PAYNE
R.J. LANE
L.C.E. BROWN

J.T. WEIR, Q.C., LL.D.
S.P. WEBB, Q.C.
M.S. ARCHIBALD, Q.C.
G.J. SMITH
W.I.H. WILSON
L.D. BARKSY
H.W. ROSENMAN
L.J. O'CONNOR
S.P. FLOTT
R.S. SLEIGHTHOLM
R.D. WALTER, Q.C.

H.S.O. MORRIS, Q.C.
J.P. HAMILTON
J.J. CARTHY, Q.C.
M.J. McQUAID
B.I. INLAY
P.W. LOCKETT
S.B. STEIN
W.A.D. MILLAR
J.D.M. FRASER

CANADA LIFE BUILDING
330 UNIVERSITY AVENUE
TORONTO, CANADA M5G 1S2

TELEPHONE (416) 596 1595
CABLE ADDRESS: MASEMIDON
TELEX 0622471

I-12

D.R. Turcotte, Esq.
City Clerk
1 City Centre Drive
Mississauga, Ontario

Dear Mr. Turcotte:

Re: Application to amend the zoning
by-law, S.B. McLaughlin Associates
Limited, part of Lot 13, Concession 2,
N.D.S. City of Mississauga

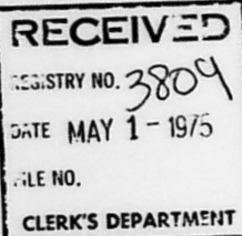
I wish to advise that on behalf of our client we have requested that the Minister refer the proposed Official Plan Amendment to the Ontario Municipal Board and have launched an application pursuant to Section 35(22) of the Planning Act in respect to the application for the zoning amendment.

Yours truly,

J.T. Weir

JTW:gz

TO BE RECEIVED. COPIES HAVE BEEN SENT
TO R. Edmunds, W. Taylor and Mayor Dobkin



April 28, 1975

PLANNING MANAGEMENT
SERVICES LIMITED

DAVID J. WILLIAMS
B.A., M.C.I.P., A.I.P., M.R.T.P.I.
Ontario Land Economist

J. PATRICK SWEET
B.S., M.C.I.P.
Ontario Land Economist

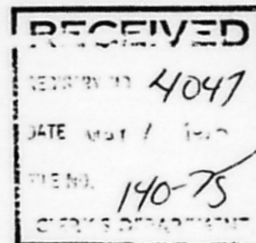
Suite 331, 4195 Dundas Street West
Toronto, Canada
M8X 1Y4 (416) 231-1116

April 28, 1975

File: 325

Mayor M. Dobkin and Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

RE: Mississauga Official Plan Review -
Development Alternatives - Wards 4 & 9



Dear Mr. Mayor:

At the Public Meeting held on February 25th 1975, for residents of Wards 4 and 9 to discuss the implications of development alternatives for the area with respect to the Mississauga Official Plan review, the following motion was adopted:

"Whereas it is understood that the present sewage system in the Credit Valley has capacity to serve the lands known as the hole in the doughnut, and further that the owners and residents in this area do not consider that these lands are now, or are likely to be, used for extensive agricultural use, therefore we, the owners and residents of Wards 9 and 4 in Mississauga, request our elected municipal representatives to proceed to prepare an Official Plan which will provide for a mixed development of residential, industrial, recreational, and if necessary commercial development and that the Village of Meadowvale will be preserved".

Since that meeting, Planning Management Services Limited in Cooperation with Rogers, Thompson Associates and Project Planning Associates Limited, have met with a majority of the principal land owners, or their representatives, in an area generally bounded on the west by the Credit River, on the north by Britannia Road West, on the east by the Second Line West and Mavis Road (south of Eglinton Avenue West),

continued.....

Mayor M. Dobkin and Council

-2-

April 28, 1975

File: 325

I-13a

and to the south by proposed Highway #403. This area totals approximately 2,400 acres.

As a result of a meeting of owners held on April 22nd 1975, at which time the possible future development implications for the above area were discussed, it was decided that we should acquaint you with the existence of an organized group of land owners, representing in excess of 1,400 acres at this time. This group is vitally concerned that the subject area be designated for appropriate forms of urban development in the revised Official Plan.

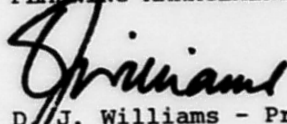
In this regard, we understand that the City will be considering the consultants' latest recommendations on or about May 2nd 1975, and subsequent Public Meetings will be organized.

As part of the public participation process we seek your support and cooperation in devising a satisfactory overall plan for the "East Credit Development Area". To further this, and in order that meaningful comments and constructive input from the group can be provided, we have been requested to represent their interests in further discussions with the City Staff and your consultants.

We look forward to establishing an appropriate working relationship and would be pleased to hear from you in this regard.

Yours very truly,

PLANNING MANAGEMENT SERVICES LIMITED



D. J. Williams - President

cc - Rogers, Thompson Associates
Project Planning Associates Limited
Owners

DJW:mp

TO BE RECEIVED. COPY HAS BEEN
SENT TO R. EDMUNDS & W. TAYLOR

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

BARRISTERS & SOLICITORS

I-14

HAROLD R. LAWRENCE, Q.C. (1924-1966)
WILLIAM C. LAWRENCE, Q.C.
JOHN B. WEBBER, Q.C.
J. ROBERT KELLY
LAWRENCE H. SHAPIRO
BRENDA A. DUNCAN
KENNETH F. MCCABE

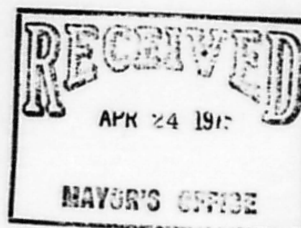
BASIL J. STEVENSON, Q.C.
DENNIS F. COLE
J. FARQUHAR MACDONALD
MICHAEL F. MCCARRON
GEORGE STRUK

TELEPHONE 451-3040
AREA CODE 416
43 QUEEN STREET W.
BRAMPTON, ONTARIO
L6Y 1L9

April 23rd, 1975.

Mayor Dobkin and Members of
Mississauga City Council,
Municipal Offices,
1 City Centre Drive,
Mississauga, Ontario.

Dear Sirs:



Re: Shirley E. Dears -
7606 Redstone Road, Malton -
Lot 110, Plan 952, Mississauga

Mrs. Shirley E. Dears, the owner of 7606 Redstone Road, Mississauga, has asked us to act on her behalf in connection with certain flooding of her rear yard which has been caused by the construction of a subdivision to the north of her property and in particular the houses thereon at 7764, 7770 and 7776 Netherwood.

The houses on Netherwood are between one and two feet higher than the property owned by Mrs. Dears but it would appear from her observation that it was intended to dispose of the surface water from those properties through a swale running east and west along the rear of them. However, the swale has been filled in by the owners at 7764 and 7770 Netherwood and the owner at 7776 Netherwood has erected a swimming pool extending to the fenceline which effectively blocks the swale on the property. As a result, all of the surface water from these properties flow unto the properties on Redstone Road and Mrs. Dears finds that her property is flooded until some time in July when it eventually dries up.

It would appear likely to us that the swimming pool is illegally erected since it is my understanding that it is a structure under the by-law and therefore cannot be built right to the property line. Notwithstanding this, Mrs. Dears has no particular desire to make trouble except that she feels she should not have to accept this water onto her property.

Mrs. Dears has been unsuccessful in obtaining any action through City officials and a letter from us to the Engineering Department has similarly brought no response. I would have thought that the agreements between the City and the subdivider of the lands on Netherwood would have made provision for proper disposition of

Mayor Dobkin and Members of Mississauga City Council

Page 2 *I-14a*

surface water and would have ensured that the grading would have been such to avoid the problem in question. It appears from the lack of response that we shall have no alternative but to commence an action by our client against all parties who might conceivably have some responsibility in the matter, although we had hoped to avoid doing so.

We would appreciate it if you would arrange to have the staff of the City rectify this problem or enforce any agreements which the City might have with the subdivider to cause him to do so.

Yours very truly,

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

Per: 

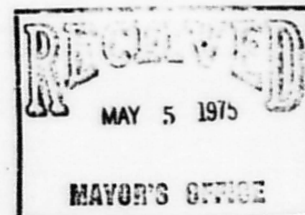
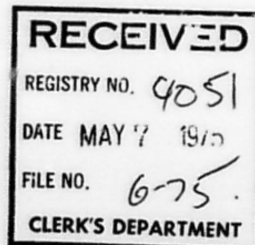
Basil J. Stevenson

BJS/bs

c.c. Mrs. Shirley E. Dears

TO BE RECEIVED. HAS BEEN REFERRED TO
W. TAYLOR FOR REPORT TO GENERAL COMMITTEE

Mayor M.L. Dobkin,
Office of the Mayor,
City of Mississauga,
Ontario.



Dear Mayor Dobkin:

Re: Stavebank - South of the
Queensway and Premium Way.

In reply to your letter of April 10th, and the enclosed memo from the Commissioner of Engineering, we would like to thank you and Counselor Culham for your prompt attention to this matter on our behalf. We feel that the 30 mile per hour limit will assist in the elimination of speeders along with the Peel Regional Police patrolling the area.

In reply to Item 3. - With regards to the traffic signals we are still awaiting results.

In reply to Item 4. - We appreciate the investigation of Mr. Middleton and await his results. The number of City trucks has decreased but not entirely eliminated.

In reply to Item 5. - We agree with the Engineering department, when they state that the most direct route to Highway 10 is Mavis Road and the Queensway. Unfortunately the majority of motorists are not interested in reaching Highway 10 but the Q.E.W. Hence the traffic using our area as a by-pass. With the recent installation of yet another set of lights on the Queensway adjacent to the hospital, traffic has once again increased on our roads. We feel that the stop signs would discourage the use of Stavebank and Premium Way as a by-pass. If you would refer to the Gordon Woods traffic survey you will find they quoted as many as 4,500 cars a day moving through their area. With the completion of Rosemary Gardens and Phase 3 of Seven Oaks to our west we feel that under the present circumstance traffic will continue to increase as we are the least line of resistance. It will become virtually impossible for us to enjoy our gardens not to mention the disruption of our sleep. If an on the spot survey is to be done in the future may we suggest that it begin at 6.30 a.m. until 9.a.m. and again 3.30 p.m. to 6.30 p.m. as these times represent the most trouble.

It has also been brought to my attention that the Realtors of the people that are selling their homes on Premium Way have told them that their homes are meeting their clients requirements but are unable to finalize the deals because of "The Very Busy Road you live on". With mean average price of these homes running into the \$100,00 mark this is a most unsatisfactory state of affairs.

I-15a

I have also been informed that a Tax rebate to the property owners on Premium Way has been granted due to the heavy traffic they are experiencing and further requests for rebates will be requested from a greater number of residents this coming year. Because of the number of people that are new to the area a request for rebate this year was overlooked and the due date had passed, before action could be taken.

In conclusion I would like to say that the following suggestions have been put forth by a number of people who want immediate action on the traffic problem, and although we do not agree entirely we would like you to be aware of the pressures within the area.

"Suggest complete barricading of Stavebank and Premium Way. Why should we have any less quiet and tranquility than Gordon Dr."

"Suggest that Premium Way and Stavebank become a ONE WAY North Only route. This would eliminate a southward flow from Rosemary Gardens, Phase #3 Seven Oaks and areas to the west etc."

I might add that we are getting traffic from as far away as Sheridan Homelands and Erindale all heading for the Q.E.W. and returning home at night. Hence our request for stop signs. The no right turn suggested in the last paragraph on your letter, would I am sure help discourage some of the traffic, maybe it could be erected on a temporary basis with spot enforcement by the police, until other ways of improving the situation are found.

Yours very truly,

(Mrs.) E. D. Jacques

CC: Mr. D. Culham

TO BE RECEIVED. COPY HAS BEEN
SENT TO W. TAYLOR.

I-16

Send to Council

Mrs. E. W. Hakes
2180 Obeck Crescent
Mississauga, Ontario

28 ap

Dear Sir -

As residents of the Mississauga-
Arlington area, my husband and
I would like to appose the
change of zoning from m1 to
Rm S to accommodate 200
town houses on the gravel pit site.
We feel this will directly affect
the value of our property -

Sincerely -

Mrs. E. W. Hakes

TO BE RECEIVED. COPY HAS
BEEN SENT TO R. EDMUNDS

RECEIVED
REGISTRY NO 4049
DATE MAY 7 1975
FILE NO
CLERK'S DEPARTMENT

Let to Council
2102 Shawanaga Trail,
Mississauga, Ontario.
L5H 3G5
28th April 75.

I-17

Dear Sir:

Enclosed please find copy of my letter to the Mississauga-Oakridge Residents Association supporting their action to oppose the re-zoning of the Springbank Sand and Gravel Site.

Yours sincerely,

R. Peckham

Rosina Peckham.

TO BE RECEIVED. COPY HAS BEEN
SENT TO R. EDMUNDS

2102 Shawanaga Trail,
Mississauga, Ontario.
L5H 3G5
28th April 1975

I-17a

Dear Mr. Stewart:

This is to confirm that I support the Mississauga-Oakridge Residents Association in their action to oppose the rezoning for the Springbank Sand and Gravel Site.

I consider the density of such rezoning not in keeping with the district and would severely overload the schools, roads and all other amenities that exist in the area.

Yours sincerely,

Rosina Peckham. (Mrs.)

c.c. Dr. M.I. Dobkin, Mayor,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2.

Dr. M. L. Dobkin, Mayor
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Your Worship,

I am writing to voice my opposition to the proposed rezoning of the Springbank Sand and Gravel Site from R1 zoning to RM5 zoning, as I am unable to personally attend your council meeting of April 28, 1975.

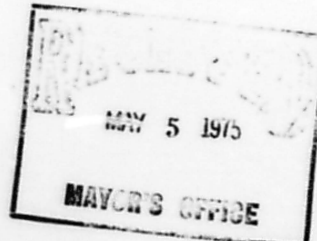
As a resident of Mississauga Road who has a considerable investment in real estate and purchased such real estate knowing that the area was zoned R1, I believe that I and the other residents in the area are entitled to investment protection from the City. In my opinion if this is not the case then all zoning is invalid. I also resent the fact that a developer for his own gain has the power to reduce the value of investment present residents have in the area and that the City would give consideration to such a proposal. The developers investment relative to the present home owners investment will be very small, and in my opinion the current proposal should be completely rejected by the City and methods found to develop this land under R1 zoning.

In conclusion, Your Worship, the preservation of the quality of the area should be of high consideration.

Yours truly,

RECEIVED
REGISTRY NO. 4050
DATE MAY 7 1975
FILE NO.
CLERK'S DEPARTMENT

TO BE RECEIVED. COPY HAS BEEN
SENT TO R. EDMUNDS



Send to Council

A. W. K. Besant,
2276 Mississauga Rd.,
Mississauga, Ontario
L5H 2K9

I-18

R-2
I-19

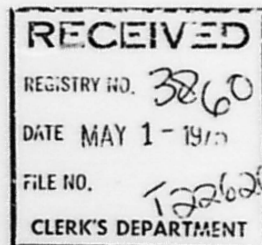
Rinaldo, Rosenfeld
Barristers, Solicitors, Notaries

Sherway Tower
701 Evans Ave., Suite 712
Etobicoke, Ontario
M9C 1A3

(416) 622-7970

April 22, 1975

His Worship The Mayor
Clerks Office
City of Mississauga
1 City Centre Drive
Mississauga, Ontario



Dear Sir:

Re: W.E.W. Developments Ltd.
(Upper Middle Developments)
T-22620

In consideration of the Town of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the Town, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc., and the cost incurred by the Town in so doing shall be a charge to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (5% for a maximum of \$10,000.00).
4. To indemnify the Town, its employees, servants and agents (and the Hydro Commission and Water Commission), against all actions, causes of actions, suits, claims and demands whatsoever, which may arise either directly or indirectly by reason of the preservicing, and the owner undertaking the construction of the work within the proposed subdivision.

Simon Rosenfeld, B.A., LL.B.
Michael Rinaldo, B. Sc., LL.B.

I-19a

5. To proceed with the development in accordance with the attached Schedule of Performance, and should active development of the land come to a termination, to smooth, grade and seed the site to renew vegetation, and prevent erosion problems, and upon any failure in performing this obligation, to allow the Town to enter upon the lands and carry out the work deemed necessary by the Engineering Department, with the costs incurred by the Town to be a charge upon the owner.
6. To allow the Town to draw on the cash deposit under Clause 3 above for the completion of any works considered necessary by the Town Engineer including those indicated under Clauses 2 and 5 and other works such as rectification of drainage problems and cleanup of existing roads upon verbal notification to the Consulting Engineer.
7. To require these undertakings and covenants to be assumed by any successor in title, to the effect that the obligations and covenants herein shall be binding upon executors, administrators, successors and assigns.

Yours very truly,

RINALDO, ROSENFELD



Michael Rinaldo

MR/br

per W.E.W. Developments.

NOTIFICATION TO PRESERVICE LANDS
IN FILE T-22620, located west of
Stillmeadow Rd. and north of Queens-
way West.

DEL ZOTTO, ZORZI, APPLEBAUM
BARRISTERS & SOLICITORS

T-20

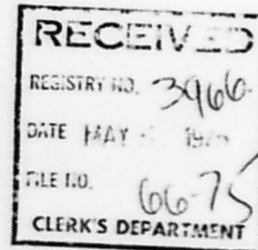
ELVIO L. DEL ZOTTO
MARTIN I. APPLEBAUM
NORMAN J. P. MELNICK
HOWARD SAGINUR
RICKLAND A. R. CARLETON
MARVIN S. N. GEIST

FRED J. T. ZORZI
DANTE M. DEMONTE, Q.C.
SAUL I. GLOBER
PATRICK A. DUCO
JOEL E. TENCER
GERALD B. YASSKIN

1225 ST. CLAIR AVENUE WEST
TORONTO, CANADA
M6E 1B6

TELEPHONE 654-8100

May 5th, 1975



Corporation of the City
of Mississauga
One City Centre
Mississauga, Ontario

Attention: Mr. Belford

Dear Sirs:

Re: Tanyta Homes Limited, Part of Lot A
and Lot 4, Credit Indian Reserve
designated as Part 1 - 12, Inclusive
Plan 43R-2119, Stavebank Road and
Courrier Lane, Land Division Committee
No. C.A. "B", 300-73 and Engineering
File No. P.N. 74-052

As discussed with your office on Friday afternoon of May 2nd, 1975, we are the solicitors for Tanyta Homes Limited the owner of the above development and we would ask you to treat this letter as our clients formal application to council of the City of Mississauga requesting permission to commence preservicing with the proposed development prior to the execution of the Engineering Agreement by both the City of Mississauga and the Regional Municipality of Peel.

Our client has submitted all the required agreements to the City and the City has subsequently forwarded them to the Region for execution which we understand will take place on or about May 8th, 1975.

In respect of the requirements of the Engineering Works Department for their servicing, our client has submitted all documents and deposited all necessary monies to satisfy the requirements. Enclosed is the letter of undertaking as required.

TO BE RECEIVED. NOTICE OF PRE-SERVICING LANDS LOCATED AT SOUTH-WEST CORNER OF STAVEBANK & COURRIER LANE. C.of A. application

...2

-2-

I-20a

We would ask that you have this matter placed on the next agenda of council that being May 12th, 1975 for their consideration of preservicing in order that our client may immediately commence construction of its works.

Yours very truly,

DELZOTTO, ZORZI, APPLEBAUM

Per:


STEPHEN UPTON

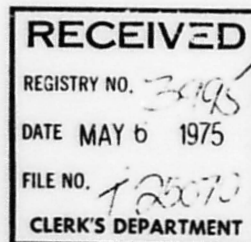
SU:mc



I-21

New Communities Group

May 5, 1975



Mr. D. R. Turcotte
City Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

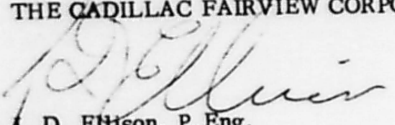
Dear Sir:

Re: Notification to Council of Intention to Construct
Sewer Outlets for Future Development of Part of
Draft Plan 21T-25070 (Erin Mills Neighbourhood 107A)

We would appreciate having you inform Council of our intention to construct trunk sewers which will provide outlets for the future development of lands owned by The Cadillac Fairview Corporation Limited. The work is to be carried out under an Engineering Agreement external to the plan of subdivision.

Yours truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED


J. D. Ellison, P. Eng.
Vice-President

JDE/ar

c.c. Mr. W. Taylor
Mr. I. F. Markson

TO BE RECEIVED.

The Cadillac Fairview Corporation Limited

Mailing Address: Box 22000, Station "A", Toronto, Canada M5W 1W2 • Telephone (416) 494-7111 • Located at 1200 Sheppard Avenue East, Toronto.

Ontario Trucking
Association

555 Dixon Road
Rexdale, Ontario M9W 1H8
Telephone (416) 247-7131

May 1, 1975

Dr. M. L. Dobkin,
Mayor,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mayor Dobkin:

As the responsible organization in this Province, representing both public and private carriers, the Ontario Trucking Association is concerned about the problems trucks sometimes create in a local community. We want to work with local governments in resolving truck-related situations before they become major issues of community concern.

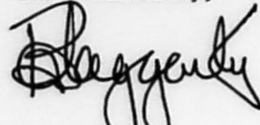
As our membership is province-wide, we have within each part of Ontario many major and influential carriers who share public concern for irresponsible or forgetful behaviour involving commercial vehicles even though the owners may not be Members of our Association. We have already found that intervention and co-operation with municipal governments have successfully and satisfactorily eliminated many difficulties.

Unfortunately, however, we are often not aware of specific problems until they come before Council and are publicized by the press. To the fullest possible extent, we are anxious to assist before these situations reach that stage of concern.

Therefore, I would be most grateful if you will contact me personally whenever the behaviour of trucks in your community reaches such a degree of problem. I can assure you that the Ontario Trucking Association is most willing and able to co-operate in any way it can to work out a swift and mutually satisfactory solution.

I look forward to hearing from you should the need arise.

Yours sincerely,

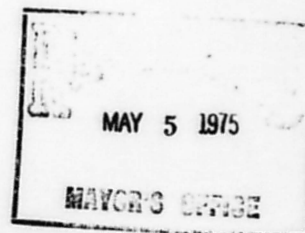
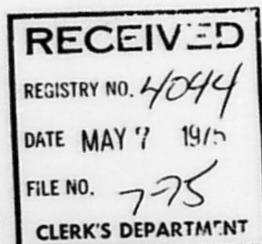


R. M. Haggarty
President

P.S. The enclosed leaflet provides information on the nature and scope of our Association in case you are not familiar with it, especially since our name has been changed.

RMH:alj
Enc:

Affiliate Canadian
Trucking Association



TO BE RECEIVED. COPY HAS BEEN SENT
TO R. EDMUNDS AND W. TAYLOR



Ontario Trucking Association
formerly

I-22a

AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO (INC)

555 DIXON ROAD, REXDALE, ONTARIO M9W 1H8
PHONE (416) 247-7131

The OTA is a voluntary trade association whose membership embraces both "for hire" and private carriers engaged primarily in inter-city transportation and suppliers of equipment and services. The Association, formed in Hamilton in 1926, was incorporated in 1928 as a non-profit organization.

AIMS & OBJECTS:

- *To promote and further the interests of the automotive transport industry;
- *To maintain the rights and privileges of inter-urban truck owners;
- *To develop and encourage high standards of efficiency and safety;
- *To promote and undertake publications in the interest of the automotive transport industry;
- *To collect and disseminate information relative to the operation and conduct of the industry;
- *To undertake co-operative advertising on behalf of the industry;
- *To create prestige valuable in dealing with government agencies, users of transportation services, and the public;
- *And to do all such things as are incidental or conducive to the attainment of the objects of the Association.

MEMBERSHIP:

OTA carrier membership ranges from owner-drivers to the largest fleets in the Country. These are headquartered in eight Provinces and 16 States. As at January 1, 1975, members operated over 84,000 vehicles in Canada. Some 300 Allied Trade Members provide strength to the Association and derive benefit from its activities.

HOW THE ASSOCIATION OPERATES:

The Association is governed by a 48-man Board of Directors. Thirty-one of the Directors are elected at the Annual Meeting; 17 are appointed by the various Divisions. The Board of Directors meets the second Tuesday of every month. 1975 Annual Convention will be held November 23-25, Royal York Hotel, Toronto - over 3,000 are expected.

The permanent staff numbers 22.

The Association maintains its own Headquarters Building on a 4-acre lot at 555 Dixon Road, Rexdale (suburban Toronto). Exit 46 on Highway 401 is within yards of the Association property - two miles from Malton International Airport.

Please turn over....

DIVISIONS

T-224

Air Cargo Carriers' Division
"C" Carriers' Division
Dump Truck Owners' Division
Heavy-Specialized Carriers' Division
Live Stock Transporters' Division
Ontario Milk Transport Association

Ontario Movers Association
Ontario Unit Masonry Transporters'
Association
Private Carriers' Division
Regular-Route Common Carriers' Division
Tank Truck Carriers' Division

COUNCILS AND BUREAUX

Council of Safety Supervisors
Economics & Finance Council
Engineering Council
Freight Claims Bureau
Industry & Public Relations Council

Manufacturers' & Suppliers' Council
Operations Council
Sales and Marketing Council
Security Council

STANDING COMMITTEES

Automobile Transporters' Committee
Environment Improvement Committee
Manpower Development & Education
Committee
Reciprocity Committee
Theft Control Committee

Trans Canada Carriers' Committee
Urban & Regional Transportation
Committee
Vehicle Licensing & Regulation Committee
Welfare & Pension Committee
Workmen's Compensation Committee

In addition to the Standing Committees, the Association has some forty sub-committees dealing with such diverse subjects as:

Communications
Dangerous Commodities
Diesel Tax
Enforcement
Forwarders

Frozen Foods
Harbours
Industrial Relations
Leasing
Owner-Operators

Regional Government
Sales Tax
Small Shipments
Special Permits
Sunday Hauling

All Divisions, Councils, Bureaux and Committees are responsible to the Board of Directors.

SUBSIDIARY ORGANIZATION - ATA TRUCKING INDUSTRY EDUCATIONAL FOUNDATION, INC.

AFFILIATED ORGANIZATION - ONTARIO PRODUCE HAULERS' ASSOCIATION

SENIOR STAFF MEMBERS

JOSEPH O. GOODMAN	- Executive Vice-President
ALBERT W. JAMES	- Executive Assistant
JOHN N. NICKELL	- Director, Industry and Public Relations
JOHN D. WISHART	- Co-ordinator, Agricultural Activities
ALEX SMITH	- Co-ordinator, Educational Activities
COLIN VENNING	- Director, OTA Security Council
DAVID F. SOMMERVILLE	- Director, Legal Services
ROBERT A. BENTLEY	- Director, Economics and Finance
JAN BEERENS	- Director, Membership Services

February, 1975



THE CORPORATION OF THE TOWN OF OAKVILLE

I-23

TELEPHONE 845 6601
P.O. BOX 310
L6J 5A6

May 5th, 1975

Mr. D.R. Turcotte,
Clerk,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mr. Turcotte:

RECEIVED	
REGISTRY NO.	40/3
DATE	MAY 7 1975
FILE NO.	67-76
CLERK'S DEPARTMENT	

We would advise that Oakville Town Council passed the attached resolution at its meeting held April 21st, 1975.

It would be appreciated if you would bring this to the attention of your Council for its endorsement.

Yours very truly,

D.W. Brown,
Clerk,
TOWN OF OAKVILLE.

DWB:fd
Attach. (1)

TO BE RECEIVED. OAKVILLE TO BE
REQUESTED TO FORWARD TO THE PROPER
ASSOCIATION.

I-23a

Councillor A.W. Mason, Town of Oakville, (April 8, 1975) - Re: Resolution
Regarding Offensive Weapons

MOVED BY:

- P.J. Farley

SECONDED BY:

- A.W. Mason

THAT Council approve the following recommendations of the Administration and Finance Committee:

"WHEREAS we view with alarm the rise in the number of violent crimes in which offensive weapons are used and the seeming failure of existing laws to control the situation;
THEREFORE this Council does hereby petition the Federal Government to introduce legislation to:

- (1) Provide for the registration of all firearms and place restraints on their sale;
- (2) Provide for significant mandatory jail terms for the carrying of unregistered hand guns; AND
- (3) Provide mandatory penalties for all crimes of violence involving the use of offensive weapons.

AND FURTHER this resolution be circulated to all Municipalities in Ontario having a population exceeding 50,000 for their endorsement and also to the Attorney General for Canada and the Member of Parliament for this riding."

The Regional Municipality of Peel

I-24

April 28, 1975.

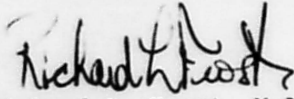
Mr. D.R. Turcotte,
Clerk,
City Of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.

Dear Sir:-

Subject: Animal Control.

Please find attached a copy of a form letter from the City Clerk of the City of Sudbury submitting a Resolution with respect to animal control.

Since animal control is a responsibility of the area municipalities, I believe this matter would more properly be dealt with by your Council.


Richard L. Frost, M.A.
Regional Clerk.

RLF:jb
Attach.



TO BE RECEIVED. SUDBURY TO BE
REQUESTED TO SUBMIT THEIR RESO-
LUTION TO THE PROPER ASSOCIATION



I-24a

April 18, 1975

Gentlemen:

The City of Sudbury has received complaints regarding dog control in the City and, as a result, the following motion No. 75-231 was passed by City Council on April 8, 1975. We would appreciate it if the proposals contained in the motion could be reviewed by your Council and if we could be advised of the action taken by your Council.

WHEREAS the City of Sudbury is experiencing dog control problems; and

WHEREAS the City of Sudbury does not believe that these problems are unique to the City of Sudbury, but, rather, are similar to problems being experienced by many municipalities throughout the Province of Ontario; and

WHEREAS the City of Sudbury believes that further legislation is required from the Province to enable municipalities to more effectively and efficiently undertake dog control; therefore, be it

Resolved. 1. That the Dog Licensing and Livestock and Poultry Protection Act as amended by Bill 143 in 1975 be further amended:

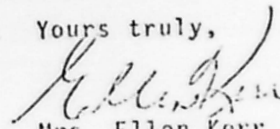
- (i) To confer on any municipally appointed Animal Control Officer or a Police Officer the right to enter any premises, excluding residences, in order to seize a dog or dogs running at large provided that such officer proceeds with caution and does as little damage as reasonably possible to the premises in carrying out his duties;

April 18, 1975

E246

- (ii) To further expand the voluntary payment of penalties provision to enable such a system to be used for all offences against a municipal by-law enacted under the Act as opposed to just the dogs running at large violation;
 - (iii) To provide for a minimum and maximum system of fines for dogs running at large violations; the City of Sudbury suggests that the fine provision be one of not less than \$20 and not more than \$100 as the City of Sudbury believes that dog control problems are as important and can, therefore, be considered analogous to traffic control problems covered by the Highway Traffic Act where many of the offences have a similar minimum-maximum fine system of not less than \$20 and not more than \$100.
2. That Section 17(1) of the Assessment Act be amended to require that the Assessment Roll prepared by the Assessment Commissioner set does particulars of the number of dogs on the property and whether same are males or females and spayed or unspayed.
 3. That the above amendments be made and put into force as quickly as possible.
 4. That a copy of this resolution be forwarded to the Minister of Revenue, the Minister of Agriculture and food, the Association of Municipalities of Ontario, the Towns and other Cities in Ontario and the local members of the legislature seeking their support and endorsement of this resolution.

Yours truly,


Mrs. Ellen Kerr
City Clerk



April 25, 1975

RECEIVED	
REGISTRY NO.	3739
DATE	APR 29 1975
FILE NO.	67-75
CLERK'S DEPARTMENT	

I-25

Dear Sir or Madam:

The following resolution No. 75-275 was passed by the City Council of the Corporation of the City of Sudbury on April 22, 1975. You will note that the Clerk was requested to distribute a letter to all towns and cities in the Province, AMO, TEIGA, and local members of the legislature for endorsement and action. We would appreciate notification of any action taken by your Council once they have considered this matter.

WHEREAS bicycles and motor-assisted bicycles are become a large and ever-increasing traffic generator on the highways of Municipalities; and

WHEREAS the enabling legislation concerning the licensing and regulating of such vehicles i.e. Section 354(1)113 of the Municipal Act should be amended and expanded in light of present-day needs concerning such vehicles; and

WHEREAS a Municipality should be able to prohibit the operation of such vehicles on all or any of the highways within a Municipality when weather and road conditions are such that such operation is not advisable; and

WHEREAS a Municipality should be able to regulate the operation of such vehicles on the highways of the Municipality provided that any such regulations are not inconsistent with the provisions of the Highway Traffic Act; and

WHEREAS a Municipality should be able to raise the amount of the annual licensing fees beyond \$1. especially since this maximum annual licensing fee has been in effect virtually unchanged since at least 1927 and particularly now when many

TO BE RECEIVED. SUDBURY TO BE REQUESTED TO SUBMIT THEIR RESOLUTION TO THE PROPER ASSOCIATION
--

April 25, 1975

I-25a

Municipalities are using the annual licensing fees for the establishment of Bicycle Path Systems to enable safer operation of motor vehicles and other wheeled vehicles such as bicycles within the Municipality; and

WHEREAS a Municipality should be able to set higher penalties than the \$5. penalty presently provided for under the enabling legislation; now, therefore be it

Resolved. 1. That the Provincial Government be petitioned to amend and expand the enabling legislation concerning the regulation and licensing of bicycles i.e. Section 354, Sub-section 1, par. 113 of the Municipal Act to permit Municipalities to pass by-laws:

- A. Requiring all residents in the Municipality owning and using any wheeled vehicle of any kind or class thereof other than a motor vehicle and a trailer as defined in the Highway Traffic Act to obtain a license therefor before using it upon any highway of the Municipality;
- B. Limiting the weight or size of loads that may be carried thereon;
- C. Regulating the issuing of such licenses and fixing and collecting fees therefor;
- D. Fixing a scale of fees for different vehicles;
- E. Regulating the operation of such vehicles on the highways of the Municipality provided that any such regulations are not inconsistent with the provisions of the Highway Traffic Act;
- F. Prohibiting the operation of such vehicles on all or any of the

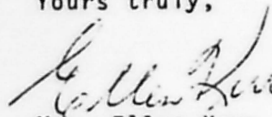
April 25, 1975

I-256

highways of the Municipality when weather and/or road conditions are such that such operation is not advisable;

- G. Imposing penalties not exceeding an amount to be determined by the Council, which amount may be exclusive of costs upon all persons who contravene any such by-law and providing that such penalties may be recovered in the manner provided by this Act.
2. That, if the Provincial Government does not deem it advisable for Municipalities to determine within their own discretion the amount of the licensing fee and/or the amount of the penalties then this Council respectfully requests that the present maximum annual licensing fees and penalties be raised from \$1. and \$5. respectively to an annual licensing fee of at least \$2. for vehicles other than motor-assisted bicycles and \$5. for motor-assisted bicycles and penalties of an amount not exceeding \$50. exclusive of costs.
3. That this resolution be submitted to the Minister of Treasury, Economics and Intergovernmental Affairs, to the Association of Municipalities of Ontario, to all cities and towns in the Province and to the local members of the legislature for their endorsement and action.

Yours truly,


Mrs. Ellen Kerr
City Clerk

/lb

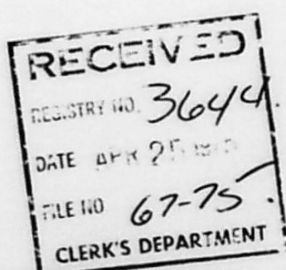
TOWN OF AURORA

27 YONGE STREET SOUTH
AURORA, ONTARIO



K. B. RODGER, A.M.C.T.
MUNICIPAL CLERK
727-4211 889-3109

I-26



April 23rd, 1975.

We are enclosing herewith, a copy of a Resolution which was adopted by the Municipal Council of the Town of Aurora at their meeting held on April 21st, 1975.

It would be appreciated if you would have this Resolution placed before your Council for consideration of endorsement.

Yours very truly,

A handwritten signature in cursive script, appearing to read "K.B. Rodger".

K.B. Rodger, A.M.C.T.
Clerk - Administrator.

KBR:dm

TO BE RECEIVED. AURORA TO BE REQUESTED
TO SUBMIT THEIR RESOLUTION TO THE PROPER
ASSOCIATION



TOWN OF AURORA
ONTARIO

I-26a

April 21st, 1975.

Moved By "GEORGE D TIMPSON" Seconded By "WALT DAVIS"

WHEREAS the quantity of raw materials is finite,

AND WHEREAS the conservation of such raw materials is to the benefit of mankind in the long term as a part of the overall wise usage and conservation of our natural resources;

AND WHEREAS the quantity of garbage produced and raw materials wasted through the existence of non-reusable and non-refillable beverage cans and glass bottles is quite considerable; to wit: in Toronto alone, Torontonians throw out 100 tons of disposable drink containers every day and the quantity is increasing;

THEREFORE, BE IT RESOLVED, that the Government of Ontario be requested to enact legislation which would impose a ban on the sale and use of such non-reusable, non-refillable beverage cans and glass bottles within the Province of Ontario,

AND FURTHER BE IT RESOLVED that a copy of this resolution be sent to the Association of Municipalities of Ontario, our member of the Provincial Legislature, and to all municipalities within the Region of York, and to all other municipalities with a population of greater than 50,000 for their endorsement.

CARRIED

"EVELYN M. BUCK".

Mayor

24 QUEEN ST. EAST
BRAMPTON, ONTARIO
L6V 1A4



PHONE—Brampton 453-4110

I-27

The Corporation Of The
City Of Brampton

OFFICE OF THE CLERK

RECEIVED	
REGISTRY NO	3673
DATE	APR 25 1975
FILE NO	67-75
CLERK'S DEPT	

Office of the Clerk,
1 City Centre Drive,
MISSISSAUGA,
Ont.
15B 2C8

April 23rd, 1975.

Dear Sir,

The Council of the City of Brampton, at its meeting held on April 21st, 1975, passed the following resolution relating to extension of truck licenses.

"Whereas snow clearance may be required beyond the end of March in any year;

And Whereas presently truck licences under the Public Commercial Vehicles Act expire on March 31st in each year;

Therefore be it resolved that the Legislature of the Province of Ontario be petitioned to amend the Public Commercial Vehicles Act by extending such licences to April 15th of each year, and that this resolution be forwarded to all municipalities with a population in excess of 50,000 for adoption, and a copy be forwarded to our local member, the Premier and to the Minister of Transportation and Communications."

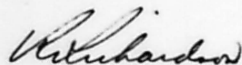
Cont'd.

I-27a-

It would be appreciated if you would kindly present this resolution to your Council for their consideration of endorsement. Should your Council endorse this resolution, it would be appreciated if you would accordingly advise the Minister of Transportation and Communications.

Your subsequent advice as to the disposition of this matter by your Council, would be appreciated.

Yours very truly,



K. R. Richardson,
City Clerk

KRR:emg

TO BE RECEIVED. BRAMPTON TO BE REQUESTED TO SUBMIT THEIR RESOLUTION TO THE PROPER ASSOCIATION



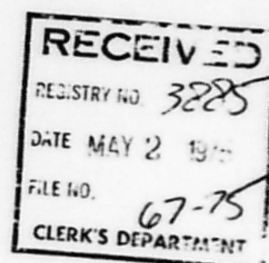
The Corporation of the
City of Brockville

VICTORIA BUILDING, BROCKVILLE, ONTARIO, CANADA
K6V 5V1

INCORPORATED:
POLICE VILLAGE 1832
TOWN 1849
SEPARATED TOWN 1860
CITY 1962

I-28

April 30, 1975.



TO ALL CITIES IN ONTARIO:

The enclosed resolution was passed by the Council of the Corporation of the City of Brockville at their meeting held April 22, 1975.

Please place this resolution before your Council and advise us of any action taken when the resolution has been considered.

Yours truly,

A. J. Miles, A.M.C.T.,
CITY CLERK.

AJM/ch
Encl.

TO BE RECEIVED. BROCKVILLE TO BE
REQUESTED TO SUBMIT THEIR
RESOLUTION TO THE PROPER ASSOCIATION

I-28a

RESOLUTION PASSED BY THE COUNCIL OF THE CITY OF BROCKVILLE
ON APRIL 22, 1975.

MOPED LICENSING:

Moved by: Alderman T. W. Beale
Seconded by: Alderman J. F. Fielding

That the Provincial Government be requested to review its legislation regarding the operating of mopeds, particularly with respect to licensing and that the resolution be circulated to all Ontario Cities, our Member of Parliament, Member of Legislative Assembly and the Provincial Government.

CARRIED



CORPORATION OF THE
CITY OF KINGSTON

OFFICE OF THE Clerk-Comptroller

CITY HALL
KINGSTON, ONTARIO

Our Ref. No. 20-1



April 28th, 1975

Mr. D. R. Turcotte,
City Clerk,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.

**Re: Seat Belts - Proposed Mandatory
Restraint System Legislation**

Dear Mr. Turcotte:

The Council of The Corporation of the City of Kingston requests your Council's endorsement of the following resolution which was passed as Clause 7 of Report No. 38 at its meeting held on April 14th, 1975:

"That the following resolution be endorsed by City Council and circulated to all other municipalities in Ontario, the Association of Municipalities of Ontario, and the Ontario Traffic Conference:

"WHEREAS death and injury from motor vehicle accidents represent a major public health epidemic; and

"WHEREAS passenger restraint systems are a proven method of reducing death and injury from motor vehicle collisions; and

"WHEREAS it has been impossible to increase the use of these restraints by educational means:

"THEREFORE BE IT RESOLVED that mandatory restraint system legislation be enacted."

TO BE RECEIVED. KINGSTON
TO BE REQUESTED TO SUBMIT
THEIR RESOLUTION TO THE
PROPER ASSOCIATION

Yours truly,

T. J. McKibbin

T. J. McKibbin
Clerk-Comptroller

/am



I- 30

Students' Administrative Government of Erindale

3359 Mississauga Road, MISSISSAUGA, Ontario, L5L1C6. (416)828-5249

April 22, 1975

Mr. D. Turcott, City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Mr. Turcott;

RECEIVED	
REGISTRY NO.	3482
DATE	APR 25 1975
FILE NO.	7-75
CLERK'S DEPARTMENT	

It is the wish of our Student Administrative Government to hold an outdoor music concert on a Saturday in July. The tentative date for the concert is July 12, 1975, with an alternate date of July 19, 1975. The concert will be advertized throughout Mississauga and Metropolitan Toronto. Advance ticket sales will be carried out simultaneously throughout the same area. At present, the price of the tickets has not been determined.

Our first concern is that of available space. The most appropriate area we feel, is that of the flood plain, behind the dam at Erindale Park. This would be on the south side of the Credit River.

Our second concern are the by-laws, (if any), which we must consider and conform to so as not to break any.

Our third concern is adequate parking and busing. Erindale College could probably provide enough space for the expected number of cars, but we must make certain that we have enough alternate parking space. Would it be possible to use the north side of the park for parking?

We are expecting between 10,000 and 20,000 people, hopefully a very large percentage from Mississauga. The necessary crowd control and security can be provided by our College, and by paid duty officers of the Peel Regional Police Force.

...continued/2

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E30a

Also, we feel that the concert will provide subatantial revenue for the Mississauga Transit. We intend to encourage people attending the concert to take public transit to come to the concert.

We also plan to hire a large number of students, university and undoubtedly many high school students, to work in some of the concessions, for clean-up etc.

We will be providing concessions to feed the hungry masses. We will be also contacting the St. John's Ambulance for assistance in providing First Aid treatment.

Revenue from the concert will be used to fund student activities at the College, and various other cultural activities held at the College by the students government, for both the community and students.

If any additional information is required, please contact me at the number on our letterhead, or at 828-5312.

Thank you for your co-operation in this matter.

Sincerely yours,

Raymond Pidzamecky

Raymond Pidzamecky
Internal Vice-President

cc: Mr. Robin Ross
Principal Robinson

THIS LETTER HAS BEEN SENT TO THE FOLLOWING
FOR REPORT TO GENERAL COMMITTEE: B. CLARK,
E. HALLIDAY, W. TAYLOR, J. MILLER, PEEL
POLICE

City of Mississauga

MEMORANDUM

I-30 L.

To CHIEF JOS. R. MILLER

From CHIEF INSPECTOR G. H. SPROWL

Dept.

Dept.

May 6th, 1975

RE: FILE 7.75

Erindale College Outdoor Concert

This outdoor concert should not present any fire problems. Our only concern could be the eating concessions as mentioned in the letter. Any energy used for cooking appliances, etc., must be in accordance with the regulations and requirements as set by the governing Ontario authorities.

G. H. Sprowl

G. H. Sprowl

GHS:ws

Meeting with Minister of Housing,
The Honourable Donald Irvine, on
Tuesday, April 22, 1975

RECEIVED	
REGISTRY NO.	9041
DATE	MAY 7 1975
FILE NO.	2003
CLERK'S DEPARTMENT	

R-1

PART I

As a result of the recent decision of the Ontario Municipal Board to grant the City of Mississauga only \$2.5 million of its requested \$9 million Capital Budget, I have endeavoured to enter into dialogue with the various officials of the Provincial Government and its agencies.

This was done in an attempt to inform the Provincial Government of the special problems that Mississauga is facing because we are the most dynamic growth area in Ontario, and of the backlog of deficiencies which exist in Mississauga.

On Friday, April 18th I had the pleasure of meeting with Mr. Palmer and Mr. Blake, the Chairman and Vice-Chairman of the Ontario Municipal Board, respectively.

We had a cordial two-hour discussion regarding the City of Mississauga and the Ontario Municipal Board. The interchange was useful to both parties, and a very meaningful dialogue was entered into.

R-1a

-2-

Approximately two weeks ago I requested an appointment with the Honourable Donald Irvine, Minister of Housing for the same purpose.

I very promptly received an appointment to see the Minister on Tuesday, April 22 at 3:30 p.m.

A few days before the scheduled meeting, I was informed that in addition to discussing Mississauga's 1975 request to the O.M.B. for Capital Debenturing, the Minister wished to discuss the Mississauga Meadows. I was also informed that the Minister would appreciate having a representative of the Planning Department present.

I was surprised at the request to talk about the Mississauga Meadows because in my mind the project had been proceeding in an expeditious manner and I knew of no problems associated with it.

I arrived at Queen's Park on Tuesday, April 22nd at 3:30 p.m. and after a brief wait was ushered into the Minister's office.

R-14

-3-

Present at that meeting were the Minister himself, the Honourable Donald Irvine, and the Deputy Minister, Mr. Michael Warren.

In the first 10 or 15 minutes of the discussion, I pointed out to the Minister and Deputy Minister, the problems we were facing in making up the deficiencies of hard and soft services in the built up areas of Mississauga and the problems we were having providing hard and soft services in the developing and yet to be developed areas. I then informed the Minister that if the O.M.B., after carefully reviewing the Mississauga situation, doesn't allow us to borrow the money to make up the deficiencies in the older area, then I would have to ask the Council of the City of Mississauga to seriously consider its position about future development in the City.

The Minister then began to speak and pointed out that the City of Mississauga was not doing its job in putting housing units on the market, and that there had been a major downturn in Mississauga in 1974.

R-12

-4-

I pointed out to the Minister that although this was true, the new Council had approved numerous site plans, consolidated reports for subdivision, rezoning applications and Official Plan amendments. I pointed out to the Minister that the Council can only carry a matter so far and at that point it is up to the private developer whether he is going to proceed to registration and whether or not he is going to seek building permits and build.

Both the Minister and the Deputy Minister either were not aware of these facts or if they were aware of these facts, wished to ignore them.

The Minister then produced a letter pointing out that the City Engineer had concerns in the Mississauga Meadows regarding the traffic situation in the area, and the Cooksville Creek.

I pointed out to the Minister that as a result of the North North Dixie Traffic Study done about a year ago, Council was greatly concerned about traffic patterns in the Burnhamthorpe corridor. I also pointed out that the concern in the Cooksville Creek was

R-1d

-5-

centred around two issues. The first issue was that we wished to maintain the Cooksville Creek in its natural state. The second issue was that major downstream improvements to handle storm water were needed on the Cooksville Creek, before any major new developments were constructed in the Cooksville Creek watershed. I stated that it was my impression that the developers had agreed with the City not to develop immediately adjacent to the Creek until these problems had been worked out.

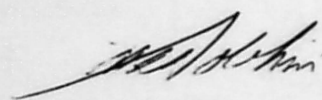
I asked the Minister how could I, as Mayor, approve a major subdivision, with the knowledge that perhaps a year or two later there would be serious flooding to other homes further downstream. I also asked the Minister what he did when he was Mayor. The Minister replied that "he didn't always listen to the experts".

The Minister then stated that as far as he was concerned the Mississauga Meadows was not proceeding in an expeditious manner and that the Mississauga staff, and in particular Mr. Russ Edmunds, were deliberately obstructing its processing.

R-12

-6-

I told him that to my knowledge I was not aware of any person or persons who were deliberately obstructing the project. And further, that to my knowledge the Planning Department had been expediting the plan, and that I as a member of Council, had been trying to expedite the matter at a political level. This chapter in the act then came to an end and the Minister summoned Mr. R. Edmunds, Planning Commissioner of the City of Mississauga into the room.



M. L. Dobkin, M. D.
Mayor
City of Mississauga

PART II

Mr. Edmunds entered the room, sat down, and without any usual pleasantries the Minister told Mr. Edmunds that in his opinion Mississauga Meadows was not proceeding in an expeditious manner, and that Mr. Edmunds was impeding progress of the plan.

R-14

-7-

After recovering from his initial schock, Mr. Edmunds first pointed out to the Minister that this was not the case, and then expressed his amazement at the abruptness of the Minister. He then stated that in fact he had been "busting his ass" to get the plan through the planning process, and that it was proceeding on schedule. Mr. Edmunds informed the Minister that if there had been delays in the agreed time schedules, they were the result of disagreement between the two developers over the distribution of land uses. It was made clear to the Minister that the conceptual plan for Mississauga Meadows would be going before Council on Monday, April 28th for approval, and that about two weeks later Mr. Edmunds would present recommendations to the Planning Committee for the necessary rezonings and the consolidated reports for the proposed subdivisions. Mr. Edmunds also emphasized that the problems associated with the Cooksville Creek and transportation would not delay actual development of lands if proper solutions were not found for these problems.

Both the Minister and the Deputy Minister kept harping on the point that the City of Mississauga was not doing its job in putting housing units on the market. In response to this, Mr. Edmunds pointed

R-19

-8-

out that the City of Mississauga had processed a tremendous volume of residential development applications since January 1, 1974, particularly in areas designated as Ontario Housing Action Areas, and that the slowdown in housing construction should not be blamed on the City because it was really a problem created by general economic conditions, and to a lesser degree the Province's lack of success in negotiating agreements with developers owning land in the Housing Action Areas of Mississauga.

Then to my complete surprise, the Minister arose and announced that we were now to proceed to the Board Room.

PART III

Mr. Edmunds, myself, the Minister and Deputy Minister, entered the Board Room. Present in the Board Room was Mr. Bill Bodrug of the McLaughlin Group and his solicitor, Mr. Jack Weir, Mr. Bill Sorokolit and his solicitor, Mr. Jim Beatty. Also present in the Board Room were several other gentlemen--representatives of the two development companies and the Province.

R-12

-9-

We all sat down and the Minister proceeded with a brief statement to the effect that the Mississauga Meadows processing was not proceeding in a manner satisfactory to him and he wanted an explanation.

Mr. Jack Weir spoke for two or three minutes and sated that "while he could not accuse anyone of putting sand in the wheels, the wheels were moving very slowly".

Mr. Edmunds at this point, quite angry, went over all of the ground that we had previously covered with the Minister in his office. I then commented to the effect that I considered what Mr. Jack Weir had just stated was a "lot of garbage". I then supported what the Planning Commissioner had stated and more or less reiterated what the Planning Commissioner had said and what had been said previously in the Minister's office.

Mr. Jim Beatty then spoke and stated that the Planning Commissioner had told him that the processing of the subdivision might take up to one year. Mr. Edmunds responded that he was being facetious when he made

R-12

the remark and that Mr. Beatty knew it. After a brief crossing of swords between Mr. Edmunds and Mr. Beatty, the Minister cut off that discussion.

I then once again pointed out to all present that as far as I was concerned, the staff had expedited the Mississauga Meadows plan and had pushed it through on a priority basis, and that I as Mayor had attempted to expedite the approval of the plan on the political scene. I stated to the Minister that as Mayor, with a responsibility to represent the people who elected me, that I was not going to "push any plan down anyone's throat".

The Minister at this time also quite angry, stated to the effect that he was tired of "no growth Mayors" and "no growth Councils".

The Minister then turned to the lawyers for the two developers, threw his hands in the air and said to the developers "what do you want me to do, do you want to keep on co-operating with the City of Mississauga or do you want me to refer the plan to the O.M.B.?"

R-1j

-11-

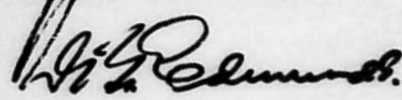
The Minister then stated that as far as he was concerned, the meeting was over, and he then rose and stamped out of the Board Room.

The meeting was indeed over.

PART II & PART III



M. L. Dobkin, M. D.
Mayor
City of Mississauga



R. G. B. Edmunds, M. C. I. P.
Commissioner of Planning
City of Mississauga

April 28, 1975



City of Mississauga

MEMORANDUM

R-1k

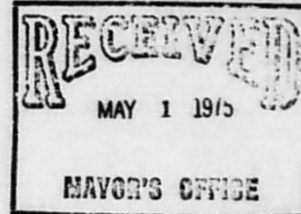
To M. L. Dobkin

From R. G. B. Edmunds

Dept. Mayor

Dept. Planning

May 1, 1975.



Dear Sir:

Following the recent meeting with the Minister of Housing, I think it is important to give to Council some facts about the housing supply situation in Mississauga in response to the myths which now prevail and which will no doubt expand and multiply if left unchecked.

It has been the cry of developers and senior levels of government, particularly the Province, that the present shortage of affordable housing is due in large part to the reticence of municipalities to provide a large supply of serviced land for residential purposes. Mississauga has been lumped into this category without any regard for the facts of the matter. For example, Mississauga's efforts on the housing scene are classified as the same as say those of Oakville, whose reported objectives include the achievement of little or no growth, and the records indicate they have been successful, as shown by a comparison in the number of dwelling starts for the two municipalities; in 1974 Mississauga had 5,053 starts, whereas Oakville had 628 starts.

In an attempt to clarify what the real position is in Mississauga, I have had some statistics compiled on the current status of residential development in the City. Before commenting on and drawing conclusions from these figures, a brief explanation of the sources and methodology used to arrive at the figures is necessary to provide a basis for assessing their validity.

First of all, the plans that were registered during the period 1970 until now were examined to determine their potential in residential units, and for the same period information was obtained from the Building Department as to the number of building permits issued for lots and blocks of these plans. The difference between the two sets of figures is the present potential or inventory of readily available residential units. This inventory is approximately 16,000 units.

.....2

M. L. Dobkin
Mayor

- 2 -

May 1, 1975.

R-12

The assumption was made that there is probably little potential in plans registered prior to 1970. If there is, it is a plus of course to the existing inventory. Another factor which has not been taken into account in this statistical analysis, and which could result in a further plus, is the potential that exists on blocks of land not in registered plans but which have been or are almost rezoned for residential development and permits for construction would be available.

I think the present availability of built but not occupied residential units in Mississauga would also be an interesting statistic to use in evaluating the total housing picture. This has not been compiled, but the accommodation potential in such projects as San Tropez (385 units), Kuhl Malton (604 units), Clarkson-Southdown (714 units), and Kuhl Erindale (176 units), and some projects of lesser density such as Clarkson-South Service Road (118 units), are worthy of mention.

While to conclude that the Mississauga inventory of over 16,000 residential units is sufficient evidence in itself to refute the myth of insufficient serviced land in Mississauga, I suggest it is important to also examine what has happened in the recent past in the way of housing starts in the context of this large inventory of available sites for building. In 1974, 5053 housing starts took place in Mississauga compared to 9,057 housing starts in 1973, a decline of 44%. In the first quarter of 1975, 145 new dwelling units were started, which is 89.5% lower than the 1,386 units started during the same period last year.

Surely the foregoing plus the attached figures show that the slowdown in producing residential accommodation was not and is not due to the lack of available building sites in Mississauga, but to influences outside the control of the municipal administration, such as tight money, high interest rates, buyer resistance, and other factors related to the general economic picture.

Not only is Mississauga contributing substantially to readily available serviced sites for residential purposes, it is also ensuring a future potential for such purposes by processing large areas of land towards the necessary approvals. Examples of this are as follows:

North-North Dixie

Proposed Population under Development Applications - 28,000 persons (approximately 9,300 units)

The Official Plan for this Community has been approved, and it remains to resolve the transportation issue prior to the individual development applications proceeding to registration.

.....3

M. L. Dobkin
Mayor

- 3 -

May 1, 1975.

R-1m

Erin Mills South

Proposed Population under Development Applications - 36,500 persons
(approximately 11,000 units)

The revised secondary plan for this Community has been recently approved, and applications for neighbourhoods 1, 5, 6, 7, 8 and part of 4 are presently being processed; also, we have been advised by the developer that applications for the remaining two neighbourhoods (9 and 10) will be submitted in the near future.

Meadowvale West

Proposed Population under Development Applications - 16,800 persons
(approximately 4,900 units)

The revised secondary plan for the southerly portion of Meadowvale West has been recently approved, and implementing development applications which will complete the development of this Community are proceeding towards registration.

Lakeshore Community

Proposed Population under Development Applications - 9,000 persons
(approximately 3,000 units)

The secondary plan for this area has been recently approved, and the implementing development applications which will substantially complete the Lakeshore Community are proceeding towards registration.

Mississauga Meadows

Proposed Population under Development Applications - 6,500 persons
(approximately 3,200 units)

The community study for this area was recently presented to the public; however, Council, at its meeting on April 28, 1975, referred this matter back to the Planning Committee for further consideration. In the interim, the applications of the major developers are being finalized towards the preparation of zoning and subdivision reports.

In conclusion, the very fact that building permits have not been taken out for 51% of residential units registered since 1970 indicates in itself that Mississauga cannot be said to be holding back growth by its current policies.

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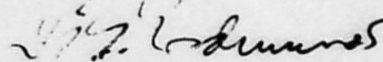
R-1m
M. L. Dobkin
Mayor

- 4 -

May 1, 1975.

Besides its current inventory of approved sites for well over 16,000 units, the City has 31,000 more units under development applications. Together, this represents a potential of at least 47,000 units (or something over 144,000 population).

Yours very truly,



R. G. B. Edmunds,
Commissioner of Planning.

LOCATION OF THE REGISTERED PLANS

NO.	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
888 (T-17953)	Mount Blanc Dev. March 4, 1970	West of Corsair Road, north of Pathfinder Dr.	Part of Lot 13, Con. 1, S.D.S.
890 (T-18678)	Indiatlantic Ent. April 23, 1970	North side Indian Valley Trail/c. of Douglas Dr.	Blocks G & H, R.P. B-09
892 (T-18874)	Deering Const. July 22, 1970	East side Cawthra Road, north of Bloor St.	Part Lots 6, 7 & 8, R.P. A-25
896 (T-19323)	Ridgewood Estates August 14, 1970	North of Derry Road, Extension of Victory Cres.	Block C, R.P. 566
898 (T-20272)	Paramount Dev. Corp. September 4, 1970	East side Erindale Station Rd., north of Highway 5	Part Lots 9 & 10, Rge. 1, N.D.S. & Lots 22 & 23, Con. 1, N.D.S.
900 (T-18660)	Branch Hill Hldgs. September 24, 1970	N.W. Corner Derry Rd. & Indian Line	Part Lot 11, Con. 8, E.H.S. Lots 36-41, R.P. 789
903 (T-20373)	Mississauga Tower Suites, S.B. McLaughlin Assoc. & Focal Properties Ltd. December 23, 1970	East side Hurontario St., north of C.P.R. tracks	Part Lots 11-15, Con. 1, N.D.S.
906 (T-18560)	Imperial General Properties February 17, 1971	East side Stillmeadow Rd., north side Queensway West	Part Lots 14 & 15, Rge. 2 & 3, S.D.S.
907 (T-18203)	Edrich Construction March 18, 1971	North of Indian Road, east of Woodeden Drive	Part Lot 9, Range 2, C.I.R.
908 (T-20272)	Erin Glen Gardens April 19, 1971	West side Wolfedale Road, north of Highway 5	Part Lots 22 & 23, Con. 1, N.D.S.
909 (T-17985)	DiBlasio Bros. Const. April 20, 1971	East of Mensall St., south of H.E.P.C.	Part Lot 12, Con. 1, S.D.S.
912 (T-18814)	Bander Const. Ltd. May 18, 1971	West of Clarkson Road, north of Orr Road	Part of Lot 29, Con. 3, S.D.S.

P-10

NO.	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
913 (T-18984)	Domex Co. Ltd. May 18, 1971	South of Hwy. 2, west of Gulf Oil Spur Line	Part Lots 29 & 30, Con. 3, S.D.S.
914 (T-18820)	Silwell Invest. May 18, 1971	East of Southdown Road, north of Orr Road	Part of Lots 29 & 30, Con. 3, S.D.S.
915 (T-20345)	Don Mills Devs. June 10, 1971	North side Dundas St. W., west of Fifth Line	Pt. Lots 31-34, Con. 1, N.D.S. & Pt. Lot 1, Ranges 1-3, N.D.S.
917 (T-19572)	Charles Dev. Corp. Ltd. July 29, 1971	South side Queensway West, opposite Stillmeadow Rd.	Pt. Lot 3, Range 3, C.I.R.
918 (T-20272)	Paramount Dev. Corp. August 13, 1971	East side Erindale Station Rd., north of McBride Ave.	Pt. Lots 22 & 23, Con. 1, N.D.S.
920 (T-17206)	Green Hall Const. August 19, 1971	West side Clarkson Road, south side South Service Rd.	Pt. Lot 29, Con. 2, S.D.S.
921 (T-17837) (T-21385)	Fair Oaks Devs. Ltd. Sept. 7, 1971	East side Clarkson Road, south of O.E.W.	Pt. Block A, R.P. 558
922 (T-20373)	Mississauga Tower Suites Sept. 30, 1971	West side Cawthra Road to Huronario St., north of Dundas Street	Pt. Lots 11-15, Con. 1, N.D.S.
925 (T-18555)	Bramalea Consol. Dev. Nov. 15, 1971	East side Winston Churchill Blvd., north of C.N.R. tracks	Pt. Lots 34 & 35, Con. 2, S.D.S.
926 (T-18150)	Metro Dev. Ltd. Dec. 2, 1971	West side of Hensall St., south of Highway 5	Pt. Lot 12, Con. 1, S.D.S.
931 (T-18569)	Bander Const. Ltd. March 15, 1972	West of Cawthra Road, south of Hassall Road	Blk. A, R.P. 798 & Pt. Blk. A, R.P. 326
935 (T-20210)	Seadade Dev. Ltd. March 23, 1972	East side Haig Blvd., north of Atwater Ave.	Part Lot 7, Con. 2, S.D.S. Part Blk. A, R.P. 305

R-14

NO.	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
935	Mississauga Tower Suites, Phase 3 March 30, 1972	South of Burnhamthorpe Rd., east of Central Parkway	Part of Lots 12 & 13, Con. 1, N.D.S.
936 (T-19517)	Edrich Const. Co. April 7, 1972	East side Stanfield Road, between H.E.P.C. lines	Part of Lot 7, Con. 1, S.D.S.
938 (T-20345)	Don Mills Devs. Ltd. May 4, 1972 Ph. 2	West side Glen Erin Dr., south of The Collegeway	Part of Lots 33-35, Con. 1, N.D.S.
939 (T-22132)	Deering Const. June 7, 1972	South of Burnhamthorpe Rd., west of Cawthra Rd.	Part Lot 11, Con. 1, N.D.S. & Part Lot 7, R.P. B-26
941 (T-17175)	Centreville Estates July 17, 1972	West side of Highway 10, north of C.P.R.	Part Lot 16, Con. 1, N.D.S.
942 (T-19389)	Kaneff Const. July 17, 1972	North of N. Service Rd., between Hurontario St. Camilla Rd.	Pt. Lots 2, 3 & 5, R.P. B-27
943 (T-20841)	Higgins O'Brien Ltd. Aug. 15, 1972	E. side Clarkson Rd., Ext. of Missenden Cr.	Part Lot 28, Con. 3, S.D.S.
944 (T-20928)	Idlewylde Devs. Aug. 22, 1972	E. side Clarkson Rd., Ext of Valentine Gardens	Pt. Lots 28, Con. 3, S.D.S. & Pt. Lots 1, 2, 5 & 6, R.P. D-13 & Lot 11 & Blk. A, R.P. 747
945 (T-19583)	Fergo Dev. Ltd. August 31, 1972	W. side Stillmeadow Rd., N. of Queensway West	Lot 13, Rge. 2, S.D.S.
946 (T-11991)	Dalewood Invest. Ltd. Sept. 1, 1972	N. of Morning Star Dr., W. of Prop. Finch Ave.	Part Lots 11-13, Con. 8, E.H.S.
952 (T-17526)	Bay Green Devs. Ltd. Oct. 20, 1972	E. side Airport Rd. S. of C.N.R. By-pass	Pt. Lots 13 & 14, Con. 7, E.H.S. Pt. Lot 221, R.P. 806.
953 (T-22168)	Breton Const. Co., & Sylco Const. Co. November 9, 1972	E. side of Cawthra Rd., N. of Dundas Street	Part Lot 10, Con. 1, N.D.S.

P-19

N ^o .	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
956 (T-22494)	Don Mills Devs. Ltd. December 19, 1972	W. side Erin Mills Pkwy., S. side The Collegeway	Blks. F, G, G1, H & H1, R.P. 915
957 (T-20373)	Mississauga Tower Suites December 29, 1972	E. side Hurontario St., N. of Central Parkway	Part Lots 13-15, Con. 1, N.D.S.
961 (T-23028)	Don Mills Devs. Ltd. Neighbourhood 4 February 7, 1973	E. side Winston Churchill Blvd. S. of Burnhamthorpe Rd.	Part Lots 33-35, Con. 1, N.D.S.
965 (T-22475)	Metro Dev. Co. March 13, 1973	N. side Indian Rd. W. of Woodeden Dr.	Pt. Lots 10 & 11, Range 2, C.I.R.
967 (T-22422)	Fergo Dev. Ltd. March 16, 1973	W. of Stillmeadow Rd. N. of Queensway West	Block A, R.P. 945
966 (T-18579)	Troika Const. Co. Ltd. March 16, 1973	N. of C.N.R. S. of Whiteoaks Ave.	Part of Lot 27, Con. 2, S.D.S.
969 (T-22563)	Gasbar Const. Ltd.	W. of Agnew Road, N. of Truscott Dr.	Part of Lot 29, Con. 2, S.D.S.
978 (T-22998)	Fairoaks Dev. Ltd. April 9, 1973	West side Crombie Rd. N. of Wedmore Way	Block A, R.P. 921
979 (T-20512)	Directors Consult. June 18, 1973	Westerly extension of Otani Trail & Yew St.	Part Lots 11 & 12, Range 3, C.I.R.
982 (T-19805)	Welglen Limited September 18, 1973	North of C.N.R., East of Birchview Dr.	Part of Lot 23, Con. 2, S.D.S.
986 (T-20345)	Don Mills Devs. Ltd. Dec. 21, 1973	East side Glen Erin Dr., North of The Collegeway	Part Lot 33, Con. 1, N.D.S.
993 (T-20573)	J.D.S. Invests. Ltd. & Boatwright Invests. Dec. 28, 1973	East side Torbram Rd. South of C.N.R. Tracks	Part Lot 12, Con. 6, E.H.S.

R/R

NO.	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
M-1 (T-20026)	Blue Cedar Devs. Ltd. March 29, 1971	South of John Street on both sides of Littlejohn Lane	Part Lots 14 & 15, Con. 1, N.D.S.
M-5 (T-21042)	Markborough Properties November 19, 1971	West side of Creditview Rd., South of Hwy. 401	Part Lots 8 & 9, Con. 4, W.H.S.
M-6 (T-20438)	Imperial General Prop. November 26, 1971	South side Queensway West, East of Stavebank Rd.	Part of Lot 3, Range 3, C.I.R.
M-7 (T-18353)	Geran Hldgs. (Peel) Ltd. December 28, 1971	South of C.N.R. Tracks, East of Goreway Dr.	Part Lot 14, Con. 8, E.H.S.
M-12 (T-20727)	Monticello Enterprises March 14, 1972	South side Queensway West, east leg of Oneida Cres.	Part Lots B & C, Range 3, C.I.R.
M-14 (T-22429)	Markborough Prop. June 13, 1972	West side Creditview Rd., South of Hwy. 401	Block K, R.P. M-5
M-15 (T-17968)	Glenleven Prop. July 7, 1972	West side Bexhill Rd., South of Hwy. 2	Part Lot 26, Con. 3, S.D.S.
M-16 (T-22528)	Geran Hldgs. Ltd. Oct. 24/72	South side Queensway West, East side Stavebank Rd.	Part of Parcel X, R.P. A-89
M-17 (T-21503)	M. Simanic December 12, 1972	West of Credit Hts. Dr., North of Ryan Place	Part Lots 5 & 6, Range 1 & 2, N.D.S.
M-18 (T-21624)	Pearlmac Hldgs. & Tortown Const. Ltd. Feb. 2, 1973	West side Eighth Line E., South of C.N.R. Tracks	Part Lot 14, Con. 8, E.H.S.
M-19 (T-22823)	Shipp Corp. Ltd. April 27, 1973	South side South Sheridan Way, east side Clarkson Rd.	Part of Lot 28, Con. 2, S.D.S.
M-20 (T-22529)	Markborough Prop. May 7, 1973	South side Derry Road, West of Glen Erin Dr.	Pt. Lot 10, Con. 6, W.H.S.
M-21 (T-22529)	Markborough Prop. May 7, 1973	South of Derry Road, West of Glen Erin Drive	Lots 9 & 10, Con. 6, W.H.S.

R-10

NO.	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
M-22 (T-22115)	Ontario Fireplace June 19, 1973	West side Palgrave Rd., South of Burnhamthorpe Rd.	Part Lots 16-25, R.P. B-25
M-23 (T-22730)	Darcel Const. Co. June 6, 1973	West side Goreway Dr., North of Morning Star Dr.	Part Lot 13, Con. 7, E.H.S.
M-24 (T-23003)	Churchill Estate July 9, 1973	East side Winston Churchill Blvd., south side of The Collegeway	Part Lot 35, Con. 1, N.D.S.
M-25 (T-23273)	Mississauga Road Estate August 2, 1973	S. side Mississauga Rd., East side Shawanaga Trail	Part Lots 9 & 10, Range 3, C.I.
M-28 (T-22529)	Markborough Prop. October 12, 1973	E. of Winston Churchill Blvd., N. of Aquitaine Ave.	Part Lots 9 & 10, Con. 6, W.H.S.
M-29 (T-22529)	Markborough Prop. October 12, 1973	E. of Winston Churchill Blvd. S. of Derry Road W.	Part Lot 10, Con. 6, W.H.S.
M-33 (T-23539)	Begott Dev. Ltd. January 9, 1974	West of Fifth Line W., N. of Fowler Dr.	Part Lot 31, Con. 1, S.D.S.
M-34 (T-22964)	Phi International Inc. February 8, 1974	N. side of Queensway W., E. of Rosemary Dr.	Part Lot 10, Range 2, S.D.S.
M-36 (T-21334)	Dixthorne Devs. Ltd. February 25, 1974	E. side of Dixie Road, S. side Burnhamthorpe Rd.	Part Lot 5, Con. 1, N.D.S.
M-37 (T-23606)	Urban Equities Ltd. March 11, 1974	E. side of Old Carriage Rd., S. of Dundas St. W.	Part Lot 8, Range 1, S.D.S. Lot 4, R.P. 393
M-42 (T-23863)	Don Mills Dev. Ltd. May 6, 1974	E. side Winston Churchill Blvd. N. of Britannia Rd. W.	Part Lots 6 & 7, Con. 6, W.H.S.
M-43 (T-23863)	Don Mills Dev. Ltd. May 6, 1974	W. side Glen Erin Dr., N. of Britannia Rd. W.	Part Lots 6 & 7, Con. 6, W.H.S.
M-44 (T-23863)	Don Mills Dev. Ltd. May 6, 1974	W. side Glen Erin Dr., N. of Britannia Rd. W.	Part Lot 6, Con. 6, W.H.S.

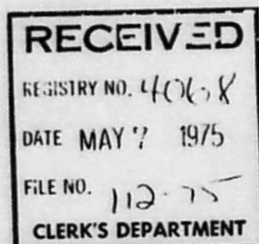
R-12

	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
M-45 (T-22682)	Fieldgate Devs. Const. May 30, 1974	N/E Corner Queensway W. & Glengarry Rd.	Part Lot 9, Range 2, N.D.S.
M-48 (T-22634)	River Heights Devs. June 6, 1974	South end Jarvis St.; South of Dundas Street	Part Lots 4 & 5, Range 2, S.D.S.
M-49 (T-20970)	Phi International June 11, 1974	E. side Winston Churchill Blvd. N. of Benedet Dr.	Part Lots 33-35, Con. 2, S.D.S.
M-50 (T-23310)	Markborough Prop. N'hood 8 August 23, 1974	E. of Winston Churchill Blvd. W. of Millcreek Dr.	Part Lot 11, Con. 6, W.H.S.
M-51 (T-23310)	Markborough Prop. N'hood 8 August 23, 1974	W. of Millcreek Dr. N. of Derry Road	Part Lot 11, Con. 6, W.H.S.
M-52 (T-23310)	Markborough Prop. November 12, 1974	W. of Winston Churchill Blvd. N. of Derry Road W.	Part Lot 11, Con. 6, W.H.S.
M-53 (T-23310)	Markborough Prop. November 12, 1974	W. of Winston Churchill Blvd. N. of Derry Road W.	Part Lot 11, Con. 6, W.H.S.
M-54 (T-22572)	Wimpey Homes Ltd. December 4, 1974	S. of Dundas St., E. of Mavis Road	Part of Lot 12, Range 1, S.D.S.
M-56 (T-23366)	Morenish Land Dev. Dec. 13, 1974	N. of Burnhamthorpe Rd. W. of Etobicoke Creek	Part of Lot 3, Con. 2, N.D.S.
M-57 (T-23366)	Morenish Land Dev. Dec. 13, 1974	N. of Burnhamthorpe Rd. W. of Etobicoke Creek	Part of Lot 3, Con. 2, N.D.S.
M-58 (T-23366)	Morenish Land Dev. Dec. 13, 1974	N. of Burnhamthorpe Rd. W. of Etobicoke Creek	Part of Lot 3, Con. 2, N.D.S.
M-59 (T-23366)	Morenish Land Dev. Dec. 13, 1974	N. of Burnhamthorpe Rd. W. of Etobicoke Creek	Part Lots 1 & 2, Con. 2, N.D.S.

R-1w

	DATE REGISTERED NAME	GENERAL LOCATION	LOT AND CONCESSION
M-60 (T-23366)	Norenish Land Dev. December 13, 1974	N. of Burnhamthorpe Rd. W. of Etobicoke Creek	Part Lots A & 1, Con. 2, N.D.S.
M-61 (T-23742)	Shane Const. Ltd. December 19, 1974	N. King Street W. of Cliff Road	Part Lot 13, Con. 1, S.D.S.
M-62 (T-23995)	Christina Pines February 11, 1975	E. side Lorne Park Rd. S. of Indian Road	Part Lots 27-30, R.P. H-13 & Pt. Lot 25, Con. 2, S.D.S.
M-63 (T-23516)	John Sant Feb. 11, 1975	E. side Old Carriage Rd. S. of Dundas St. W.	Part Lot 8, Range 1, S.D.S.
M-64 (T-23519)	Corolla Invests. February 17, 1975	E. side of Cawthra Rd. S. of Melton Drive	Part of Lot 10, Con. 1, S.D.S.
M-66 (T-23201)	Altone Invests. Ltd. March 18, 1975	N. side of Dundas St. W., W. side of Wolfedale Rd.	Part Lots 1, 2 & 3, R.P. 358
M-65 (T-22524)	Salient Devs. Ltd. March 6, 1975	N. side Dundas St. E. side Cedar Glen Gate	Part Lot 10, Range 1, N.D.S.
M-67 (T-21897)	Credit Heights Ltd. April 1, 1975	S. of Dundas St. W. E. of Glengarry Rd.	Part Lot 9, Range 1, S.D.S.

R-14



R-2

March 25, 1975

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario

SUBJECT:

Purchase of used T.T.C. vehicles in order to meet the demands for service during the rush hour periods.

Ladies and Gentlemen:

COMMENTS:

The transit system is experiencing increasing demands for additional rush hour service, and by reducing the headway times from the present 30 minutes to 15 minutes this can be accomplished. The routes that require the additional service are Bloor Street, Burnhamthorpe Road, Hurontario Street, Dixie Road and should Council approve we would require an additional 15 units for approximately 6 hours per day Monday through Friday.

We have been in contact with The Toronto Transit Commission and have been advised that they will be releasing approximately 35 units in May or June of this year. These vehicles are GMC's double door transit with a seating capacity of 45 and would be ideal for an interim period.

1 CITY CENTRE DRIVE, MISSISSAUGA L5B 1M2 TELEPHONE (416) 279-7600

COMMENTS:

We anticipate that the units can be bought for approximately \$2,000.00 each and we would be required to paint each in our colours at an additional cost of \$750.00 each.

R2-a

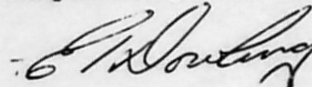
We have contacted the Ministry of Transportation and Communications regarding subsidy and have been informed that capital subsidy is not available for used equipment, however, they may be included in the current year's operating expenses which will represent a 50% subsidy.

An amount of \$45,000. has been included in the operating budget for 1975 for the proposed purchase and operation of these vehicles.

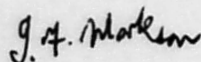
RECOMMENDATION:

That the City of Mississauga authorize the Transit Department to proceed with negotiation to purchase 15 used G.M.C. Transit vehicles and that their total cost is not to exceed \$45,000.00 as budgeted.

Respectfully submitted,



E. J. Dowling
Transit Manager



APPROVED BY: F. MARKSON
CITY MANAGER

cc: W. Munden, Treasury
D. Ogilvie, Finance
H. Balwin, Purchasing

EJD:rac

RESOLUTION AVAILABLE

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

FILE: SP 166, Budget
DATE: May 8, 1975

R-3

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Budget - Public Participation Program

ORIGIN Commissioner of Planning

COMMENTS The Public Participation Program is at its busiest point. It is therefore essential that funds be made available immediately for the following items:

- 10,000 envelopes for the Summary booklet (printed with the Official Plan Review logo) -	\$ 435.00
- stationery (paper and envelopes) printed with logo -	375.00
- addressograph system (for mailing list) -	400.00
- clerical help -	5,200.00
- information officer -	9,000.00
	<u>\$15,410.00</u>

RECEIVED

REGISTRY NO. 4122

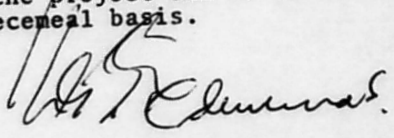
DATE MAY 8 1975

FILE NO. 33-75

CLERK'S DEPARTMENT

RECOMMENDATION

Since Council has approved the outline for the public participation program, I urgently recommend that the overall budget be immediately approved so that our approach to the project can be on an overall rather than a piecemeal basis.



Commissioner of Planning

A G E N D A
IN CAMERA ITEMS
GENERAL COMMITTEE MEETING
May 7, 1975

NOTE: This agenda has been referred to Council Meeting
May 12, 1975

1. FILE 9-75 - LICENSING (BINGO OPERATIONS)

The City Solicitor wishes to address the Committee with reference to the above.

2. FILE 40-75A - FIRE FIGHTERS ASSOCIATION, LOCAL 1212

Mr. J. Sherlock wishes to address the Committee with reference to negotiations with the Fire Fighters.

3. FILE 40-75 - PERSONNEL (RETIREMENT POLICY)

Mr. J. Sherlock will address the Committee with reference to the City's retirement policy.

4. FILE REGISTERED PLAN 532 - BLOCK A (1355 MELTON DRIVE,
A. E. BASSETT)

The City Solicitor wishes to address the Committee with reference to the sale of a building lot to the City.

5. FILE 26-75 - SUBDIVISIONS (STACK INVESTMENTS LIMITED,
1151 EGLINTON AVENUE EAST)

The City Solicitor wishes to address the Committee with reference to a right-of-way agreement with the City.



City of Mississauga

MEMORANDUM

4

To Mayor M. Dobkin, and
Members General Committee

From Mr. J. V. Sherlock

Dept. Personnel

May 6, 1975.

SUBJECT: CONSISTENT IMPLEMENTATION OF RETIREMENT
POLICY FOR FIREFIGHTERS

ORIGIN: Personnel Department

COMMENTS: We currently have under review a request from
a member of Local 1212 for extended employment
to age 65. This request is supported by the
executive of Local 1212.

Normal retirement age for Firefighters and
Police under the provisions of the Ontario
Municipal Employees Retirement System (OMERS)
is 60. To provide full pension benefits at
age 60 Firefighters contribute approximately
one percent more than those employees whose
normal retirement under OMERS is at age 65.
The Corporation matches that additional one
percent contribution.

Maintaining the policy of retirement at age 60
involves several implications. In some munici-
palities in Northern Ontario formal complaints
have been lodged by the Ontario Human Rights
Commission on the basis of age discrimination,
because these municipalities have denied requests
for extension beyond age 60. A copy of a legal
opinion from our City Solicitor on these
implications is attached.

There are also financial implications. One
municipality has established a policy of
voluntary retirement between ages 60 and 65
and for that period pays the equivalent of
the Canada Pension Plan payment for which the
employee would have been eligible had he retired
at 60.

- 2 -

RECOMMENDATION:

It is recommended that the City of Mississauga maintain a consistent implementation of a policy of retirement at age 60 for Firefighters.

J. V. Sherlock

J. V. Sherlock,
Director of Personnel.

JVS/cs

Att.

APPROVED

J. F. McKenna.
Manager.

May 6, 1975.

- (2) Retire Mr. Hadley at age 60 and pay him the differential between his statutory pension receipts and his salary, to 65. (Mr. Stan Keith, Personnel Director, advises this procedure was followed by Sudbury and North Bay in a similar situation).
- (3) Grant Mr. Hadley's request to continue employment beyond age 60 to 65, and be prepared to receive other such requests on an individual ad hoc basis. This alternative would, of course, interfere with the bargaining unit and discriminate between employees, contrary to the Human Rights Code.

RECOMMENDATION:

- (a) Alternative 1 would ensure a uniform retirement policy at age 60.
- (b) Alternatives 2 and 3 will lead to ad hoc retirement policy decisions, result in extra salary expense for the City, and provide grounds for allegations of discrimination.

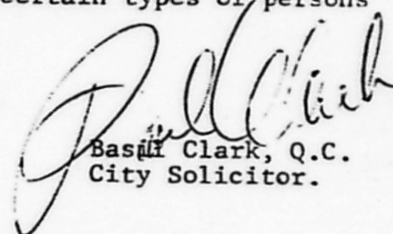
ADDITIONAL
COMMENTS:

The Regional Act only required the City to employ until December 31, 1974, those personnel continuously on staff between April 1, 1973, and December 31, 1973. City By-law 30-74 extended the employment of one of its Assistant Deputy Fire Chiefs beyond age 60 to 65. (This individual formerly had been the Fire Chief of Port Credit but the effect of passing By-law 30-74 may already have been to interfere with the bargaining unit and put the City in the position of engaging in discriminatory practice contrary to the Human Rights Code).

ADDITIONAL
RECOMMENDATION:

That the City review its retirement policy to determine whether there exists a need to create additional employee classifications, if it is necessary to employ certain types of persons past age 60.

PP:mj


Basil Clark, Q.C.
City Solicitor.